# Monatona delearni.

(ESTABLISHED 1881.)

- NEW BERIES No 4823

**晚一十月三年一十三緒光** 

SATURDAY, APRIL 15, 1905.

六角禮

號五十月四英港香

\$30 PER ANNUM. SINGLE COPY, 10 CENTS.

#### Banks.

THE X OKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880. CAPITAL SUBSCRIBED ......Yen 24,000,000

CAPITAL PAID-UP ....... CAPITAL UNCALLED...... 6,000,000 9,720,000

Head Office: YOKOHAMA. Branches and Agencies.

LONDON. TOKIO. NEW YORK. NAGASAKI. HONOLULU.

SAN FRANCISCO. SHANGHAI. NEWCHWANG. BOMBAY. TIENTSIN. LIAOYANG. .. PEKING. DALNY. KOBE.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LD. PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:-INTEREST ALLOWED "On Current Account at the rate of 2 per. cent per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent,

TAKEO TAKAMICHI,

Hongkong, 29th March, 1905. LIONGKONG AND SHANGHAI BANKING CORPORATION. 

RESERVE FUND. Sterling Reserve.....\$10,000,000 \$18,000,000 Silver Reserve .....\$ 8,000,000 RESERVE LIABILITY OF PROPTORS.\$10,000,000

COURT OF DIRECTORS: . H. E. TOMKINS, Esq., Chairman. H. A. W. SLADE, Esq., Deputy Chairman. H. Schubart, Esq. E. Goetz, Esq. E. Shellim, Esq. Hon, W. J. Gresson. Hon. R. Shewan. A. Haupt, Esq.

G. H. Medhurst, Esq. N. A. Siebs, Esq. A. J. Raymond, Esq. CHIEF MANAGER : Hongkong-J. R. M. SMITH. MANAGER:

Shanghai-H. E. R. HUNTER. LUNDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 21 per Cent. per Annum. For 6 months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. J. R. M. SMITH, Chief Manager.

Hongkong, 27th March, 1905. HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 34 PE.

CENT. per annum. Depositors may transfer at their optic balances of \$100 or more to the HONGKONG AN SHANGHAI BANK to be placed on FIXE! DEPOSIT At 4 PER CENT, per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1002.

TEUTSCH ASIATISCHE BANK. AUTHORIZED CAPITAL ..... Sh. Taels 7,500,000

HEAD OFFICE-SHANGHAL BOARD OF DIRECTORS: BERLIN. BRANCHES:

Hankow Calcutta Berlin Tsinanfu Tsingtau Tientsin LONDON BANKERS:

Messrs, N. M. ROTHSCHILD & SONS. UNION OF LONDON AND SMITHS BANK, LTD. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. M. HOMANN, Manager.

Hongkong, 1st April, 1905.

#### Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG. THE Undersigned AGENTS of the above

Company are prepared to accept First Class FOREIGN and CHINESE RISKS a CURRENT RATES.

SIEMSSEN & Co. Hongkong, 28th May, 1895

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORISED......GOLD \$10,000,000 CAPITAL PAID UP .....GOLD \$ 3,947,200 RESERVE FUND .......GOLD \$ 3,947,200 HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C. LONDON BANKERS: NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED, Union of London and Smith's Bank, Ltd. BRITISH LINEN COMPANY BANK. BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application. CHARLES R. SCOTT,

Manager.

20, Des Vœux Road,

Hongkong, 18th February, 1905.

IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels. SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ...... 2,500,000 Head Office: -SHANGHAL

Branches and Agencies. CANTON, PENANG. SINGAPORE. CHEFOO. HANKOW. TIENTSIN. PEKING.

THE Bank purchases and receives for collec-L tion Bills of Exchange drawn on the above laces, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH, Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS. Apper Appum Fixed Deposits for 3 months. E. W. RUTTER,

Manager, Hongkong, 6th January, 1905. THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON.

RESERVE LIABILITY OF SHARE-HOLDERS ......£800,000 INTEREST ALLOWED on CURRENT

ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances. On Fixed Deposits for 12 months, 4 per cent

T. P. COCHRANE, Manager. Hongkong, 19th May, 1904.

ALL SUFFERERS FROM

NERVOUSNESS AND GENERAL

DEBILITY SHOULD TRY OUR

NERVINE PILLS.

HEY stimulate and brace up the system and act also as a First-class Tonic.

IN BOTTLES...... \$1.50.

THE PHARMACY, 56, QUEEN'S ROAD CENTRAL,

Hongkong. Hongkong, 28th March, 1905.

COALS. JAPAN

# (MITSUI & Co.)

HEAD OFFICE:-- I, SURUGA-CHO, TOKYO. LONDON BRANCH:—34, LIME STREET, E.O.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

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Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes),

CONTRACTORS OF COAL to the Imperial Inpanese Navy and Arrenals and the State Rallways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and

Freight Steamers. SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fulinotana, Hokoku, Hondo, Ichimura, Kanada, Mamada, Managura, Dnoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coalk.

5. MINAMI, Manager, Hongkong, 33] Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

TO SAIL ON REMARKS. STEAMERS. YOKOHAMAVIASHANGHAI, POONA ..... About 15th. Freight only. MOJI and KOBE. C. R. Longden, R.N.R., (Passing through the Inland Sea). CHUSAN. ..... About 21st ? Freight and SHANGHAL..... H. W. Kentick, R.N.R... April Passage, 

LONDON, &c..... F. R. Summers...... LONDON and ANTWERP VIA SINGAPORE, PENANG, MARSEILLES .....

For Further Particulars, apply to

Hongkong, 12th April, 1905.

L. S. LEWIS, Acting Superintendent.

Intimations.

LANE, CRAWFORD & CO.

PIANO DEPARTMENT.

L. C. & CO. SOLE AGENTS IN HONGKONG FOR:-

BRINSMEAD, STEINWAY, BROADWOOD, Per Case of 8 Dozen Pints COLLARD & COLLARD, CHALLEN, DORNER, &C.

A LL Instruments imported by us are SPECIALLY SELECTED and made for this climate —the CASES are constructed of SOLID SEASONED WOOD, and the internal mechanism is made from the best materials only.

We have the longest experience in The Piano Trade of any dealers in the East, and are satisfied that Pianos made at home are infinitely superior to any constructed by makers in the East.

TUNING and REPAIRING attended to by experienced European Assistants. LARGE STOCKS OF MUSIC AND MUSICAL INSTRUMENTS.

LANE, CRAWFORD & Co. Hongkong, April 10th, 1905.



KÜPPER'S

The best PILSENER in the East; ask for Küpper,

Telephone No. 75.

and see that you get it.

CALDBECK, MACCRECOR & CO., SOLE AGENTS.

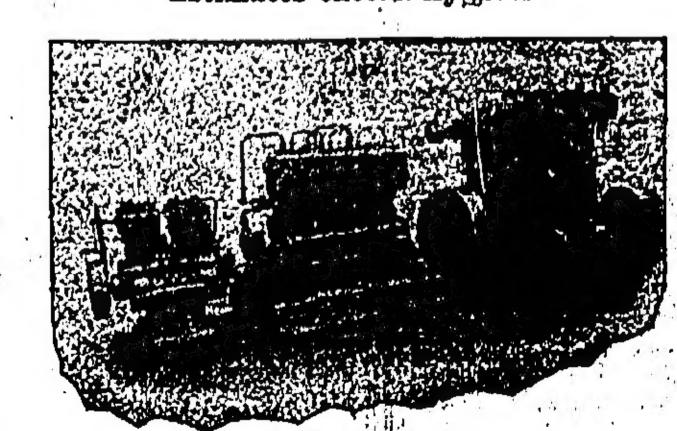
15, QUEEN'S ROAD CENTRAL, Hongkong, 1st April, 1905.

E. C. WILKS & Co., MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES. RACING AND CRUISING.

> OUR MOTORS For Reliability, Workmanship, Lightness. Durability. Estimates cheerfully given.



OUR PROPELLERS Are fitted to the Principal Racing Launches in Europe. Designed and Finished for Highest Efficiency.

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W. H. ALLEN & Son's, Engineers, Bedford.

H. W., JOHN'S CANADIAN ASBESTOS GOODS. Cable Address: "MARINEWORK," Hongkong. : "Telephone No. 358.

Hongkong, 1st February, 1905,

12. Beaconssield Arcade, Hongkong.

Intimations.

A perfect food

is Bovril—it nourishes, stimulates and Boyril is of great value reinvigorates. for all to whom strength and endurance are a vital necessity. Its regular use is permanent protection against the dangers of colds, chills and diseases.





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Sole Agents,

H. PRICE & CO., 12, QUEEN'S ROAD.

Hongkong, 14th March, 1905.

JOHN DEWAR SONS & CO.,

Extra Special \$16.00 per case 12/1  $\mathbf{White}$ **\$24.00** 

> KRUSE & Co. SOLE AGENTS.

CONNAUGHT HOUSE, Hongkong, 1st July, 1904

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

17g, QUEEN'S ROAD.

Hongkong, 18th August, 1904.

ESTABLISHED 1859.

FURNITURE

COMPLETE STOCK OF HOUSEHOLD REQUISITES, &c., &c.

TELEPHONE 256. Hongkong, 30th March, 1905.

## HONGKONG HOTEL



Military Band during dinner on Saturday Nights.

A. F. DAVIES Acting Manager

LITTLE CHANGE.

The round trip from Hongkong to Macao, thence to Canton and back to Hongkong, will be found interesting and enjoyable. WM. FARMER, Proprietor.

Hongkong, 7th February, 1905

#### HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

IOIN I' SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE

S.S. "HONAM,"	
"POWAN,"	
"FATSHAN,"	6.
"HANKOW,"	
"KINSHAN,"	

Departures from Hongkong to Canton daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sanday

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation. SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD.

HONGKONG-MACAO LINE. Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .......219 ton ......... Captain T. Hamlin. This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures, from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES :- Cauton to Wuchow ...... Single \$15.00. Return \$25.00. Canton to Tak Hing ...... Single \$12.50. Return \$21.00. Canton to Samshul......Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LIN FAN "....... Capt. B. Branch. S.S. " SANUI "...... Capt. H. Black. Departures from Hungkong to Wuchow about three times every week, calling at Kumchuk. Samshui, Shiuhing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES :- Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning vil Canton or vice versa \$36,00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING"...Capt. R. Birss. S.S. "HONGKONG"...Capt. Maxfield Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted). 

throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the-HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel Or of BUTTERFIELD & SWIRE, ...

Agents, CHINA NAVIGATION CO., LTD. Hongkong, 31st March, 1905.

#### CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE PAST ROTTE BETWEEN OHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAL, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.O.) SAVING 3 TO 7 DAYS ACROSS THE PACIFIC. PROPOSED SAILINGS FROM HONGKONG .- (SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA" ... 6,000 Tons ...... WEDNESDAY, 19th April. "TARTAR" ..... 4,425 , WEDNESDAY, 26th April. "EMPRESS OF JAPAN"... 6,000 " WEDNESDAY, toth May. "EMPRESS OF INDIA" ... 6,000 , ...... WEDNESDAY, 31st June. Hongkong to London, Intermediate on

Steamers, and 1st Class Rail ...... THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and lapanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 29th March, 1,05

D. W. CRADDOCK, Acting General Agent, O. Pediler's Street.

#### HAMBURG-AMERIKA · OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTEIN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.		AILING DATES.	
CII PCIA	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG& COLOMBO).	20th April.	Freight and Passengers
NASSOVIA	HAVRE and HAMBURG.	,27th April.	Freight.
SERBIA}	HAVRE and HAMBURG. (Calling at S'PORE, PENANG& COLOMBO).	30th April.	Freight.
SLAVONIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG COLOMBO).	2nd May,	Freight and Passengers
SEGOVIA	HAVRE and HAMBURG. (Calling at 5'PORE, PENAMO COLOMBO).	toth May.	Freight,
CENTEC A MRIA	HAVRE and HAMBURG. (Calling at S'PORE, PENAND & COLOMBO).	30th May.	Freight.
O FERD. LAEISZ	HAVRE and HAMBURG. (Calling at S'PORE, PENANCE COLOMBO).	13th June.	Freight.
BRISGAVIA	HAVRE and HAMBURG.	27th June.	Freight.
Schmidt	(Calling at S'RORE, PENANG& COLOMBO). S NEW YORK VIA SUEZ,	25th May.	Freight.
Habel	with liberty to call at the Malabar coast.		

For further Particulars, apply to HAMBURG-\MERIKA LINIE. HONGKONG DYFICE, No. 1. Oyeen's Buildings. Hongkong, 14th April, 1905

D. NOMA, TATTOOER. 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years experience in TATTOOING is a guarantee of good work and protopt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendation of High Rank. dations which I have received from all sources, Hongkong, 16th November, 1904.

Mails.

# NORDDBUTSOHER LLOYD.

EUROPEAN LINE.

STRAM FOR

SINGAPORE, PENANG, COLOMBO, ADNN; SUEZ, PORT SAID, NAPLES, GENOA ANTWERP, RREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS: Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luguage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

		-		3 4 4 5 5 5	
	STEAMERS.		SAILING	DATES.	 b
	PRINZ EITEL FRIEDRICH	WED	NESDAY,	26th April.	•
	PREUSSEN aring contrate to the contrate	WED	NESDAY.	10th May.	
	ROON	WED	NESDAY,	24th May.	
	BAYERN	WED	NESDAY,	7th June.	
	THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF	WED	NESDAY,	aist June.	
	GNEISSENAU	WED	NESDAY,	5th July.	•
	SACHSEN	WED	NESDAY,	19th July.	127
	GNEISSENAU SACHSEN SCHARNHORST	WED	NESDAY,	and August	•
	PRINZ HEINRICH	WED	NESDAY,	10th August	
+	PRINZ BITEL FRIEDRICH	WED	NESDAY	30th August	
		_	4	1 "	27

ON WEDNESDAY, the 26th day of April, 1905, at Noon, the Steamship "PRINZ EITEL FRIEDRICH," of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 24th April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 25th April, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 25th April.

Contents of Packages are required. No Parcel Receipts will be signed for tess than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE. VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration). STEAMERS. SAILING DATES. PRINZ WALDEMAR ......TUESDAY, 2nd May. WILLEHAD ......TUESDAY, 27th June.

On TUESDAY, the 2nd May, 1905, at Noon, the Steamship PRINZ WALDEMAR, Captain Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

#### & AUSTRALIAN SERVICE. EUROPEAN STEAMERS ABOUT

KOBE & YOKOHAMA ......PRINZ SEGISMUND......TUESDAY, 9th May. SHANGHAI, NACASAKI, BAYERN ...... WEDNESDAY, 10th May. NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 13th April, 1905.

MELCHERS & CO., AGENTS.

Untimations.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKER: COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS,

GROUND FLOOR, ST. GEORGE'S BUILDING.

HOMOKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR LJARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR

LAUNCHES, A.C.

Sole Agents for FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUER SCOTCH.

WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES **ALWAYS IN STOCK** 

REASONABLE PRICES. Hongkong, 7th March, 1905.

SELF CURE NO FICTION! MARVEL UPON MARVELL NEED NOW DESPAIR,

but without running a doctor's bill or falling into the deep ditch of quackery, may easely, speedily and economically cure bimself without the kndw-ledge of a second party. By the introduction of THE NEW FRENCH REMEDY THERAPION.

s complete revolution has been wrought in this department of medical science, whilst thousands have
been restored to health and happiness who for
years previously like been merely dragging out a
miserable existence.

MERAPION No. 1—A Sovereign
Hernedy for discharges from the urinary
organs, supersoding injections, the use of which
does irreparable harm by laying the foundation
of stricture and other serious diseases.

MERAPION No. 2—A Sovereign
Hernedy for primary and secondary skin
eruptions, ulcerations, palms and swellings of the
joists, and all those complaints which mercury
and sarraparilla the popularly but erronecusly
supposed to cure. This preparation purifies the
whole system through the blood and thoroughly
eliminates all poisonous matter from the body.

HERAPION No. 8—A Sovereign
Remedy for debility, pervousness, impaired
vitality, sleeplessness, distasts and incapacity for
business or pleasure, love of solitude, blushing,
isdigestion, pains in the back and head, and all
those disorders resulting from early error and
excess which the faculty so persistently ignore,
because so impotent to cure or even relieve. because so impotent to cure or even relieve,

because so impotent to cure or even relieve,

"HERAPION is soldby principal Chemists

throughout the world. Price in England 1/2

& 4/3. In ordering, state which of the three
numbers required, and observe that the world

THERAPION appears on British Government

Stamp (in white lesters on a red ground) affixed
to every package by order of His Majesty's Hon,

Commissioners, and without which it is a forgery,

Sold by A. S. WATSON & Co., Ltd., Hongkong, Thina and Manila,

#### THE WISE MAN BUYS A "SINGER"; IT'S TRUE

ECONOMY. YEARS' GUARANTEE;

FREE INSTRUCTION;

EASY PAYMENTS. It's something you need. SHOW-ROOMS: -- I, WYNDHAM STREET.

Hongkong, 25th March, 1905.

LIONGKONG HIGH-LEVEL TRAM-WAYS COMPANY, LIMITED. TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes. 7.30 a.m. to 8.00 a.m. ... Every to minutes. 8,00 a.m. to 8.30 a m. Every 15 minutes. 8.30 a m. to 0.30 a.m. ... Every to minutes. 9.30 a.m. to 11.00 a.m. ... Every 15 minutes. 11.30 a.m. to 12.45 p.m. ... Every 15 minutes. 12.45 p.m. to 1.15 p.m. ... Every 10 minutes. 1.15 p.m. to 1.45 p.m. ... Every 15 minutes. 1.45 p.m. to 2.15 p.m. Every to minutes. 7.15 p.m. to 3.00 p.m. ... Every 15 minutes. 3.30 p.m. to 5 00 p.m. ... Every 15 minutes. 5.00 p.m. to 8.00 p.m. ... Every to minutes. NIGHT CARS.

8.45 p.m. and g p.m., 9.45 p.m. to 11.15 p.m. every half hour. SUNDAYER

8.00 a.m. to 9.00 a.m. ... Every 15 minutes, 9.00 a.m. to 9.30 a.m. ... Every 30 minutes. 9.30 a.m to 10.30 a.m, ... Every 15 minutes. 10.30 a.m. to 11.00 a.m. "Every to minutes. 12.00 Noon to 1.00 p.m.... Every to minutes, 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every to minutes. 600 p.m. to 7.00 p.m ... Every 15 minutes. 7.00 p.m. to 8.00 p.m. ... Every to minutes. NIGHT CARS as on Week Days. SATURDAYS.

Extra cars at 11.30 and 11.45 p.m. SPECIAL CARS-by Arrangement at the Company's Office, ALEXANDRA BUILDINGS. Des Vœux Road Central. JOHN D. HUMPHREYS & SON,

General Managers. Hongkong, 29th December, 1904.

A FOOK & Co., 12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

A LL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch. Moderate terms.

Hongkong, 44rd February, 1905.

Orders solicite.

TO ORDER IN

Intimations.

## AIL LINES. THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside. 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 875 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blooks, 26.5ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will to guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 876. Telegrams, "Dook, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903. When you send your "boy" for

## Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address,

THE MUTUAL STORES, GENERAL STUREKEEPERS.

HONGKONG AND CANTON.

Hongkong, and February, 1905.

N. M. HOLMES, C. E., Vice-President and Hongkong Manager. A. F. CARRICK, C. E., General Manager, Manila.

Shanghai Manager. ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS. "Hongkong, Shanghai and Manila,

Cable Address : WERRICK; HONGKONG.

Engineering.

Hongkong, and February, 1905.

'C. W. MEAD, C. E.,

President and

Kallway A Speciality made Hydraulic of Reinforced Concrete Mining and and Concrete Piles. Sanitary

Examinations Surveys

On all Railway or Proposed - Construction Works.

Reports and Estimates.



OPHTHALMIC OPTICIAN, AZARUS, 10, D'AGUILAR STREET, HONGKONG, (One Minute's Walk from the Post Office).

X/ILL test your eyes free of charge, and if they are wrong will put them right. All kinds of Repairs. Lenses Ground.

Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"-free. SHANGHAI. CALCUTTA. LONDON. 59, Bentinck Street. 566, Nanking Road 21, John Street, Bedford Row, W.C.

Potels.

## L CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56. For Terms, &c., apply to the

MANAGER. Honekong, and July, 1906

> FOR HOTEL COMFORT AND THE BEST BILLIARDS. GO TO THE E

OCCIDENTAL HOTEL.

Hongkong, 24th March, 1904.

EXCELLENT CUISINE.

MODERATE PRICES. ELECTRIC FANS.

EVERY BOOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOOM, Hongkong, 19th May, 1904.

AN APPEAL. HE SUPERIORESS of the ITALIAN

L. CONVENT, CAINE ROAD, begs most espectfully to Al'PEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that the will be pleased to receive orders for all kinds NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Chilhen's Dresses, and all kinds of Embroidery, -laterials can be supplied, if required,

The Superioress will also be most grateful fir any PAPER, or old ENVELOPES to be made no Books for the Children of the Poor Schools ho are taught by the Sisters, Tringkong, asal April, 1892

Entimation.

## WM. POWELL

LIMITED.

GENTLEMEN'S DEPARTMENT

28, Queen's Road, (OPPOSITE THE CLOCK TOWER.)

# SHIRTS! SHIRTSI

Our New Stock of Spring & Summer Shirts has just arrived.

ELEGANT PATTERNS IN LIGHT-WEIGHT ZEPHYR,

SILK & WOOL,

CELLULAR,

## NECKWEAR! NECKWEAR! NECKWEAR

NEW & EXCLUSIVE DESIGNS.

## UNDERWEAR! UNDERWEAR! UNDERWEAR

A fine Selection of INDIA GAUZE, BALBRIGGAN. LISLE THREAD, SILK AND

SILK AND WOOL UNDERWEAR

especially suitable for this climate.

# HALF-HOSEI HALF-HOSE!

GOOD QUALITY, **SMART PATTERNS** MEDIUM AND LIGHT-WEIGHTS.

MODERATE PRICES.

INSPECTION INVITED.

Wm. POWELL, Ld. HONGKONG. .

[35]

Houghong, tub[April, 196],

#### Intimations.

DONE BY TRYING.

Nobody can tell what he can do till he tries, When a thing ought to be done the modern spirit moves us to keep working away at until it is done. In the face of this idea the "impossible" vanishes. Where there's a will there's a way. " If we could but rob cod liver oil of its sickening taste and smell and then combine it with two or three other ingredients we should possess the hest remedy in the worl for certain diseases that are now practicall incurable." So said a famous English physician twenty-five years ago "But it will never be done," he added. "You can no mo e turn cod liver oil into a pleasant palatable medicine, than you can turn the Codfi hitself into a Bird of Paradise." Yet he lived to admit that in

WAMPOLE'S PREPARATION the "impossible" had been accomplished. is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers combined with the Compound Syrup Typophosphites, Extracts of Malt and Wild Cherry. This remedy is freed from the bad peculiarities Dr. Frothingham so detested, and t is precisely the splendid medicine he wished for, Use it freely and confidently for Anemia, Hysteria, Wasting Complaints, Blood Impuri, ties, Asthma, and Throat and Lung Troubles-Dr. W. H. B. Aikins, F. R. C. P., London,-M. D. C. M., Victoria University,-M. B Toronto University,-Consulting Physician to Home for Incurables, Physician to Toronto General Hospital, says: "I am much pleased to state that the results from using Wampole's Preparation of Cod Liver Oil have been uniformly satisfactory; it appealed to me as being prepared according to correct scientific principles." It increases the appetite and influences the digestion of food; it is delicious to take, will not disappoint you and is effective from the first dose. "It represents the dawn of progress." At chemists everywhere.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY. LIMITED.

CHEAP EXCURSIONS TO MACAO! COMMENCING on SUNDAY, the 16th April, and until further notice, the S.S. "HONAM!"

will (weather permitting) make a special trip-EVERY SUNDAY TO MACAO AND BACK. Hours of Departure: from Hongkong 9 A.M. Macao 7 P.M.

-Return fares: -First Class \$4.00. Second Class \$1.00. Children under 12 half-price. Tickets may be obtained at the Office of the Company, or on board the Steamer, N. CHITS will be accepted, and Servant, l'assiges must

T. ARNOLD,

Hongkong, 12th April, 1905.

NOTICE.

THE HONGKONG SCHOOLS' SPORTS will be held at the Race Course, Happy Valley, on MONDAY, April 17th. R. J. BIRBECK,

Hon. Secretary.

Hongkong, 15th April, 1905.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to Book CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVER-LAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEAT-TLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT Cos., OCEAN

S. S. Co. and CHINA MUTUAL S. N. Co. For further Particulars, apply at the Company's Local Branch Office in PRINCE's BUILDINGS, First Floor, Chater Road.

- A. S. MIHARA,

Manager.

Hangkong, 27th March, 1905

#### THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, Tor FLOOR.

DORTRAITS, GROUPS and ENLAP GING and COPYING in all Sizes

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE YERY MODERATE. Hangkong, 15th September, 1903

#### MEE CHEUNG, PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice. House Ros. L.

TS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICEL in the Colony or in any part of the Far East. GROUPS AND VIEWS

a speciality. Hongkong, 12nd Sentembr, 1808

**OURES** MEN &WOMEN Bill G is a non-poisonous remody for any unnatural discharge and inflammation, rritation or ulceration of mucous membrines. Painless-Guaranteed not to stricture. revents contagion. BOLD BY DIEMISTS. The Evens Chemical Co. CINCINNATI, O.

COTTON FIELDS OF THE FUTURE.

While the British Cotton-Growing Association is conducting experiments the whole empire over, America is growing semewhat uncomfortable at the prospect of losing the power to control the market. Mr. Edward Atkinson of Boston, Massachusetts, trails's red herring across the path, by urging, in a letter to a Manchester contemporary, that there is probably no section of the world offering such opportunities for young men with moderate capital, intelligence and aptitude to establish themselves as now offered in Northern Texas. Louisiana, the Indian territory, Oklahoma, Arkansas and Missouri, all but the latter-we presume he means the last-fully within the cotton zone. The Association will doubtless advise young men with capital to try the new fields they are opening out; and they are undoubtedly making progress, though there may at present be something in Mr. Atkinson's accusation against them that they are not paying sufficient attention to the physical geography, geology, climatalogy and chemistry of cotton culture. M Atkinson wishes it to be believed that the short supp'y of cotton from the crop of 1903 was due to an accident or abnormal cause and not to any lack of land or labour or area planted in cotton in the United States in that year. The sudden increase in the destruction of the bol weevil in Texas product by 750,000 bales. That shortage, he holds, gave the opportunity for the corner in cotton which was so disastrous | 47. to spinners and also to the promtaer of the speculation. Had the normal crop of Texas been gathered in that year, a normal supply, with a moderate surplus, would have been placed upon the market. And in the following year the farmers having planted earlier and given greater attention to their crop, they were able to add their duota to the very large crop without much apparent reduction through devastation of the boll weevil. That may be, but it is no reason why the British manefacturers should leave everything to that province or America.

Mr. Atkinson seems to think it is, and on the very ground argues that the efforts of the British Cotton-Growing Association to establish the production of cotton in other countries is a misdirection of energy. Nothing at all of the sort. Competition will do America good, as it will not induce the growers of the United States to mend their ways and put their cotton into the market in better form, But Mr. Atkinson's letter can only be regarded as a piece of special pleading on behalf of the cultivators of the United States. He wants to persuade us that it is "more fit to promote the interdependence of the Englishspeaking of Great Britain and of the United States" and he asks if that interdependence may not tend to the maintenance of peace and good-will for all time, especially if the movement, now being urged by Chambers of Commerce and Boards of Trade, to neutralise the ways of commerce from the ports of North America across the Atlantic to the ports of Europe should be successful. What, he aspect of the operations of the British Cotton-Growing Association is the first to be considered. Manchester has a large section of ultraanti-jingos, but fortunately it has many soundheaded business men who will not be misled by any Yankee special pleading, though its leading journal affords, space for the palpable intention to mislead those who were pro-Boer, three or four years ago. They will look to their own pockets first, and that is really how the question of new fields and a supply of cotton must be regarded, not in connection with any remote possibilities of affecting good feeling either with the United States or any other country. We are, and must be, independent

It is like American coolness to urge that the British Cotton-Growing Association would spend its money to better advantage in making a complete and exhaustive study of the conditions of the South-Western States and territories beyond the Mississippi, "when ten million acres of land may be speedily added to the thirty millions now under cultivation and yet bearing but a small proportion to the vast area in that section as yet untouched by the plough." Without such complete study and knowledge of the chemistry of the cotton plants and of the soils of the United States and of the geological and climatic conditions, it is impossible to ascertain their resources, Mr. Atkinson urges. And doubtless the is right. But why does not the Government of the United States carry out the desired investigation? The British Cotton Growing Association will buy all the cotton it requires from the United States, but by opening up fresh fields it will not only be independent of American harvests, but free of the ill effects which are produced by American business methods, which do not at all commend themselves to British merchants. The vapouring of such men as the author of "Wake up, John Bull" lead the foreigner, including the American, to imagine John Bull to be as dead asleep as Mr. Atkinson evidently thinks us. If he did not, he would never surely have had the impudence to write a letter which is insulting to the intelligence of every British subject; more especially to the men of Manchester, whom, he evidently thinks, are the least difficult to mislead. We are hopeful that the operations of the British-Cotton-Growing Association will extend rather than contract, and that may achieve to the full the object for which was organised. At the same time the Association must be again reminded that, if it is to do all its founders desired, it will be necessary to TEM CEMTS (10 cts.) per Single Copy. make its investigations on an extensive scale

and to avoid any appearance of stinginess or

want of enterprise in its operations. Bombay

Gasette.

COMMERCIAL

WEBKLY SHARB REPORT.

In their report of yesterday's date, Messrs. Benjamin, Kelly and Potts state:-

The market has remained very steady with afair amount of business doing, and a still further improvement in the value of Shanghai and Hongkew Wharfs has to be especially

Banks.-Hongkong and Shanghai Banks have been negetiated at \$780, and close with further inquiries. London still quotes £80. Nationals have advanced to \$37.

Marine Insurances .- Cantons continue in request at \$285. China Traders have again been booked at \$58, and Unions remain without business at \$700. Yangtszes can be placed at \$155 ex the dividend of \$15 paid in Shanghai on the 12th instant.

Fire Insurances .- Shares are offering at \$310 for Hongkong Fires and at \$86 for China Fires. Shipping.-Hongkong, Canton and Macao Steamboats have been done at \$26. China and Manilas have again changed hands at. \$21, and further transactions have taken place in Douglas Steamships at \$35: indo-Chinas remain in request at Star. Star Ferries and Shell Transports are unchanged at last week's quotations. Shanghai Tugs (ordinary) have been dealt in at Tis. 51, Tis. 52 and Tis. 531 and the preference shares at Tis.

Refineries.-China Sugars weakened and a few shares have been disposed of at as low as \$220, but the market closes firm. Luzons have been bought and have further buyers at \$27.

Mining.-Chinese Engineering have again been done at Tls. 71. 'Raubs have buyers at

Docks, Wharfs and Godowns.-Hongkong and Whampoa Docks are in demand at \$203. Farnhams have not maintained the position, and have declined to Tls. 157 at which rate shares are offering. Kowloon Wharfs have been placed at \$107. Hongkew Wharfs have still further strengthened and, after sales at Tis. 1771, are now wanted at Tis. 187. Geo. Fenwicks have declined to \$35 and New Amoy Docks are in the market at \$22\.

Lands, Hotels and Buildings.-Hongkong Lands are obtainable at \$120. Further sales of Shanghai Lands are reported at Tls. 115. Kowloon Lands are wanted at \$392 and West Points can be procured at \$55. Hongkong Hotels remain in request at \$140. Humphreys Estate are inquired for at \$12.40.

Cotton Mills .- Ewos have jumped to Tls. 40 but at this figure shares are on offer. Inter nationals have considerably advanced and sales have been effected at Tis. 381. I.nou-Kung-Mows have been sold at Tis. 40. Hongkong Cottons are still wanted at \$161.

Cigar Companies.—Sumatras have changed

hands at Tis. 68. Miscellaneous.-Green Island Cements are steady with sales at \$27 (old) and \$17 (new). A. S. Watsons have improved and husiness has asks, could give greater assurance of the peace | been done at \$13 closing with further inquiries of the world than to establish the interdepen- at this price. Dairy Farms are up to \$17%, dence of the two great branches of the English- and are wanted Electrics have been placed speaking people, each benefiting the other by at \$172 and \$11 for the old and new shares the exchange of products? Peace at any price respectively. Hall and Holiz are asked for at is not to be thought of and the economical \$93 ex the final dividend of \$11 payable in Shanghai to-morrow. Central Stores (new have changed hands at \$8. Hongkong Ropes are quoted at \$145 ex the dividend of \$10 paid on the 10th instant. William Powells also paid their interim dividend of to cents on the same date, and we now quote the stock at \$115 buyers. Steam Waterboats are offering, after sales at \$181. Steam Laundries (\$3 paid up) have been done at \$44 and more shares are inquired for. Langkats have hardened to Tis. 240, but no business is reported.

> TO-DAY'S EXCHANGE. Selling. demand ..... 10} 4 months' sight ...... '10g

France—Bank T.T.,	2.33
America-Bank T.T.	45}
Germany-Bank T.T	
'-dia T.T	
Do, demand	
Shanghai-Bank T.T.	
Japan-Bank T.T.	
Java-Bank T.T.	
Buying.	<b>6</b>
s months' sight L/C	1/10#
5 months' sight L/C	
30 days' sight San Francisco & h	New York 45#
4 months' sight do.	
30'days' sight Sydney and Melho	utre1/10}
4 months' sight Francs	
6 months' sight "	
4 months' sight Germany	
Bar Silver	_
Bank of England rate	
	•
OPIUM QUOTATION	s,
To-day's nuntations are as foll	OW5
	Per picul .

Old ...... @ 1,200 . Older ....... 1,250 Patua New ......@ 1,182} Benares New ...... @ 1,150

Persian (Paper) ..... @ 780/010

NOTICE.

Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than

THE MANAGER, Honghong Telegraph Co., Ltd, Hougkong, 30th September, 1903.

Auction.

PUBLIC AUCTION.

GEO., P. LAMMERT has received instructions to sell by PUBLIC AUCTION,

WEDNESDAY, the 26th day of April, 1905, at 3 P.M., at his Sales Rooms.

The following VALUABLE LEASEHOLD PROPERTY situate at Victoria, in the Colony of Hongkong,

All that PIECE or PARCEL OF GROUND ituate at Victoria aforesaid registered in the Land Office as INLAND LOT No. 1666, Area 689 square feet. Term 75 years. Annual Crown Rent \$11.00 together with the messuage thereon, known as No. 8, Po Hing Fong. For further particulars and conditions of

sale, apply to-JOHNSON, STOKES & MASTER, Solicitors for the Mortgagees,

> GEO. P. LAMMERT, Auctioneer.

Hongkong, 13th April, 1905.

#### Notice of Firm.

NOTICE.

HE Business of a Solicitor, Proctor and NOTARY PUBLIC heretofore carried on by me at Nos. 39, 41 and 43, Des Voux Road, under the name of GEO. K. HALL BRUTTON will as from this date be carried on under the name of BRUTTON, HETT AND GOLDRING.

GEO. K. HALL BRUTTON. Hongkong, 10th April, 1925.

#### Intimations.

HONGKONG CLUB.

NOTICE.

THE NINETEENTH YEARLY GENE-RAL MEETING of the MEMBERS of the Hongkong CLUB will be held in the Club House, on THURSDAY, the 20th April, 1905, at 5 P.M.

By Order,

Secretary.

Hongkong, 12th April, 1905. HONGKONG JOCKEY CLUB-

NOTICE.

A'N EXTRAORDINARY GENERAL MEETING OF MEMBERS of the above Club will be held in the CITY HALL. on SATURDAY, the 29th April, 1905, at 3 P.M. A Notice will be sent to Members embodying the Special Resolutions to be submitted at this Meeting.

r. f. Hough,. Clerk of the Course.

Hongkong, 14th April, 1905. HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL MEETING OF MEMBERS will be held in the CITY HALL, on SATURDAY, the 29th April, 1905, at 3.30 P.M.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 14th April, 1905.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM BONUS of Twenty per Cent. upon contributions for the year 1904 has been declared.

WARRANTS will be issued on the 3rd May. By Order of the Board, C. MONTAGUE EDE, Acting Secretary.

Hongkong, 13th April, 1905. CENT requires BOARD AND LODGING in KOWLOON, please state Terms and Particulars, to

"A. B." Clo Hongkong Telegraph.

Hongkong, 13th April, 1905.

S. MOUTRIE & CO., LD., PIANO AND ORGAN MANUFACTURERS.

14, QUEEN'S ROAD, FIRST PLOOR.

H AVE just received a shipment of second hand Planos from \$200 upwards, and a written guarantee for a test period of TWO Years given for each instrument.

A large consignment of records at the low figure at \$1.80 each, 5°/, on wholesale orders. The largest and most varied Stock of Music in China. Inspection solicited. Our workmen are experienced men.

WE DEFY COMPETITION. INSPECTION INVITED. Hongkong, 14th March, 1905.

JUST LANDED.

NIO Toilet Requisities are complete without

these Scaps :--PLANTOL FLORAL AND NATURAL BOUQUET SOAPS.

Guaranteed made from Fruits and Flowers and to contain no animal fat. They are soothing and refreshing to the delicate skins.

CARNAVAL (A LA ROSE) AND STARLIGHT SOAPS, pure, economical, agreeable and highly perfumed and a perfect toilet and nursery Soapa-Now on Show.

H. RUTTONJEE, 5, D'Aguilar Street, Hongkong. 37 & 38, Elgin Street, Kowloon. Hongkong, Sth April, 1905.

#### Intimations.

WANTED.

EXPERT TYPEWRITER. Good Salary to a Quick Worker. JOHNSON, STOKES AND MASTER.

Hongkong, 31st March, 1905. EMPLOYE de commerce, agé de 29 ans, de nationalité Suisse, ayant déja occupé, d'importantes fonctions dans de grosses maisons, connaissant à fond de comptabilité en partie

double, patlant couramment le Français, l'Al-lemand, le Hollandais, l'Italien et l'Anglais, désirerait une situation dans l'une des villes de la côte de Chine. Très bonnes références-Appointements: de

s a 6,000 dollars per an. Ecrire aux initiales L. V. au journal "l'Opinion" de Saigon.

Saigon, le 2 Mars, 1905.



THIS DWARF RAZOR has superseded the old fashioned clumsy Rasor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (\$2), post free. To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores

in the Colony.

Sole Agents for Far Hast, HOWARD & Co., 29, Des Vœux Road, Central, Hongkong. Agents wanted in every port. For particulars and terms, apply to-

HOWARD & Co. Hongkong, 24th November, 1904.

ESPECIAL OLD TOM GIN. Marshall and

Elvy's

DOUBLY DISTILLED

AND OF MATURED AGE.

TO BE OBTAINED FROM-

Des Vœux Road. Hongkong, 11th May, 1904.

THE MUTUAL STORES,

THE WINE GROWERS SUPPLY CO.



BARRETTO & Co.,

General Agents, Hongkong.

GUINNESS'S STOUT.

"THE CELEBRATED PIG BRAND STOUT" is the Finest Bottling of Guinness's Stout.

STOUT" is the very Finest Stout browed by Messrs. A. Guinness, Son & Co., Dublin.

"THE CELEBRATED PIG BRAND

"THE CELEBRATED PIG BRAND STOUT" is not medicated nor chemicalized.

"THE CELEBRATED PIG BRAND STOUT" Consumers wishing to drink perfectly pure

Stout of the very finest quality should drink Pig Brand Stout. "THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout is better bottled, better packed, and has stronger packages than its rivals. I"THE CELEBRATED PIG BRAND

STOUT." Pig Brand Stout gently assists digestion. "THE CELEBRATED PIG BRAND

STOUT." Pig Brand Stout is a food as well as a drink,

"THE CELEBRATED PIG BRAND

STOUT." Pig Brand Stout may be recommended by medical men to their most delicate patients,

"THE CELEBRATED PIG BRAND STOUT." Pig Brand Stout has been colebrated for thirty years in the leading Colonial and

Foreign Markets. "THE CELEBRATED PIG BRAND STOUT."

Pig Brand Stout is only slightly higher in price than other bottlings of Guinness's. Per cask of 8 dozen prints \$24.00 4 " quarts \$19.00

BARRETTO & Co., Agents, Nos. 21 & 24, Bank Buildings. Queen's Road Central. Honglang, 16th March, 1905.

ports. Mr. Uchida, however, bears out our.

views with regard to the further development

of the maritime trade principally in North

China, and there can be no doubt that it is

capable of very great expansion when the

war is brought to an end. What the transf

Pacific trade is capable of, must be left

to the future, for no approximate

estimate can yet be formed. But that such

a trade could be fostered and considerably

enlarged it does not require much foresight

its financial system and the betterment of its

administrative departments, Mexico is likely

to prove an extremely profitable source of

from the ashes, and its future prosperity is

just discernible, but those who are first on

the field, ready to enter at the probationary.

period, are bound to reap the reward of

their enterprise. Mr. Uchida's cogent

article makes good reading to those interest-

ed in Hongkong's shipping, and should do

much to dispel the vague fears and doubts

which have lately arisen as to the prospects

LOCAL AND GENERAL.

Court will be held on Tuesday, the 18th inst.

the forces in South China, inspected the Hong-

THE Hon. Dr. F. W. Clark has been appoint-

ed a lay member of the Church Body, vice

H. E. THE Governor has given directions for

the rescission of the proclamation declaring

running to Happy Valley where a most im-

time and passed. Mr. Shelford said "No" to

PROGRAMME of music to be performed by the

Band of the 93rd, Burma Infantry on the New

Parade Ground, on Monday next, the 17th inst.,

March ...... "The Uhlan's Call " ...... Ellenberg

Selection ..... "The Toreador "............. Monckton

Selection ...... A Chinese Honeymoon ..... Talbot

Valse...... Berger

God save the King.

from 5 to 6.30 p m :--

Shanghai to be a port or place at which an

infectious or contagious disease prevails.

portant football match was being played.

kong Volunteer Corps this afternoon.

the Hon. Dr. J. M. Atkinson, resigned.

livered in London on the 14th inst.

to the list of authorised architects.

at to o'clock in the forencon.

of Hongkong shipping.

#### untimations.



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Ordinary business communications should be addressed

to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution. SUBSURITION RATES (IN ADVANCE). DALLY-\$30 per annum. WEEKLY-\$13 per annum.

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world is 30 cents per quarter. Single Copies. Daily, ten cents: Weekly, twenty-

BIRTH. On the 7th April at Scremban, the wife Mr. F. J. NELD, or a daughter. MARRIAGE.

On the 3rd inst., at the Church of the Assumption, Penang, FREDERICK HENNIKES eldest son of Frederick J. Baness, Esq, FLORENCE A. LILHURN, youngest daughter of J. Lilburn Rosher, Esq.

DEATH. At the General Hospital, Singapore, on April 8th, JAMES NEWBORN of Doncaster, Chief Engineer of the E. E. Tel. Co.'s steamer, Patrol, aged 42.

## The Hongkong Gelegraph

HONGKONG, SATURDAY, APRIL 15, 1905.

AN OPTIMISTIC SHIPPING ARTICLE.

The summary, which appeared in yesterday's issue, of an article by Mr. K. Uchida, Director of the Shipping Bureau in the Department of Communications in Japan, on the development of Japan's maritime trade, I will appeal to all who have been contemplating the prospects of shipping when the war is concluded. It is certainly of vital interest to Hongkong, for here as well as in Shanghai, the possibility of a plethora of tonnage being thrown on the market has

aroused the gravest consideration. From the statement given by Mr. Uchida, However, is would seem that little fear need by entertained on that point; for, if the author's deductions are correct, Japan will be in a position to absorb all the extra tonnage Ar Singapore on the 7th inst., the Tanjong which was added to her mercantile navy in Pagar Dock Expropriation Bill was read a third consequence of the war. It was the Japan-China war which first made it clearly evi. the motion, but did not press for a division: dent to the japanese that a large merchant service was essential to the well-being of the nation, and in order to foster the maritime trade, subsidies were granted to those companies operating Japanese steamers which, [32] in time of war, could be utilised as áuxiliaries or transports. The wisdom of this policy was evidenced when the war with Russia broke out. The Government was able at a

moment's call to secure the steamers of the large Japanese shipping companies, an commence transport arrangements without delay. The Japanese (companies, however, were not content to sit calmly on a bench and watch operations. They recognised that the The agent for the farmer, who appoints the trade they had built up was in serious danger of being irreparably injured and their prestige lowered, if they, entirely withdrew from the field. They therefore proceeded to charter foreign-owned vessels to replace on all the lines-except the European and Australian -those vessels which had been taken off. Where a charter was not desired they living, and they are thinking about changing brought off the sky will have 'cleared and acquired the vessels outright, with the result | their vocation now. that during the last year there has been an immense increase in the tonnage vessels belonging to Japan, estimated at something like 50 per cent. The question which has agitated the shipping interests in Hongkong has been the difficulty of dealing was the purchase from the Borneo Co., Ltd. of Father Maria, Pro-Vicar Apostolic, Sir H. with the situation should all these extra the present Protestant Church property and Spencer Berkeley, K.C., The Hon. Mr. F. H. vessels be thrown on the market looking that no doubt was done with the idea of adding for freights at any price. An entirely satis-

factory answer is given by Mr. Uchida. At the close of the war, there will be a determined effort, made to develop Japan's maritime trade abroad. They will not confine their attention to North China, which, nevertheless, must prove a source of great profit to shipowners when the restraint to which the enterprise of the people in Manchuria have been subjected, is relaxed; but last night Mr. J. Lambert, superintendent they will seek fresh fields and pastures new, in French China, South America, Mexico, position of Lloyd's Surveyor in succession to the Philippines, Java, etc. In this connec Mr. Newman Mumford, transferred to Contion, it may be remembered that after the s'antinople, was presented with a very handoutbreak of war, Japan appointed two trade Commissioners to visit trans-Pacific ports and also the promising Republic of Mexico. The result of the Commissioners' investigations has been most encouraging and no doubt has formed the basis Mr. Uchida's expectations regarding the

development of Japanese trade in that direc-

tion. We see hopeful signs for Hongkong's

coastal trade in Mr. Uchida's admonition to

Japanese shipowners, not to confine their at-

concentration would only bring about a

no good whatever to any of those; who are

at present engaged in the trade. Past re-

ports of the Douglas Steamship Company

were by no means encouraging, hinting that

daughter of the Admiral, who was 86 years of In the Reading Room at the Kowloon docks engineer of the Hongkong and Whampon Dock Co., Ld., who has been appointed to the some and massive silver salver, by Mr. T Neave, on behalf of himself and the rest of the staff of the Dock Co. as a taken of their good will and esteem for their departing colleague. Mr. Neave, in making the presentation, spoke of Mr. Lambert's many year's connection with the docks, and the pleasant relations that had always characterized his association with his colleagues, and of the sincere regret ex perienced by them all at his leaving thema regret tempered, however, by a remembrance of the fact that Mr. Lambert was not leaving Hongkong, but merely removing to another tention to the coastwise trade. For such a and more important sphere of unfulness in this Colony. Mr. Lambert acknowledged the clashing of interests which would result in gift and the kindly expressions which had fallen from Mr. Neave, and said that, while he himself regretted leaving, his duty called him elsewhere, but it was such that it must always keep him in touch with his old friends and colleagues. The rest of the evening was passed great development in the trade of the could "Smoker,"

THE CHINA-BURNEO CO., L.D. ANNUAL MEETING.

Mr. A. G. Wood presided at the second ordinary yearly niceting of shareholders in the China-llorneo Co., Ltd., held at noon to-day at the offices of the Company, St. George's Building. There were also present Hon. Sir C. Paul Chater, Messrs. E. Osborne, J. Wheeley (Consulting Committee), W. Parlane, J. W. C. Bonnar, T. Arnold, W. H. Wickham, L. E. to recognise. With the reorganisation of Ozorio, O. Baptista, and A. H. M. da Silva.

The notice convening the meeting having been read, The Chairman said-Gentlemen, the report and accounts have now been in your hands revenue for shipping. At present it is rising for some time and I presume that you have no objection to their being taken as read. The company's operations during the period under review show a fairly satisfactory result, but not quite so satisfactory as was anticipated. The storm that passed over B. N. Borneo on October 31 last did a great deal of damage in the jungle and threw everything back considerably. January, February, November and December were very unusually wet months and hauling was greatly interfered with, and these circumstances combined have made the You will have noticed from the accounts that over \$70,000 have been spent during the year 1904 in developing and additions to the Com-

output of timber smaller and the relative cost higher than it would otherwise have been. HE German mail of the 16th March was depany's various properties in Botneo, and this THE name of Mr. L. A. Rose has been added sum has for the most part been unproductive during the period under review, but as all this work was practically completed in the early part THE next Criminal Sessions of the Supreme ofthe current year we hope that it will now contribute to the company's earnings. We have recommended that the sum (\$61,723.45) available for appropriation be dealt with as follows:-to pay a dividend of \$1.00 per share, absorbing MAJOR General Villiers Hatton, commanding: \$46,000; to write off launches and lighters, \$10,600; to write off plant \$2,400; to write off timber concessions \$2,723 45; total \$61,723.45, and we hope you will approve this. The various properties have been well kept up and all are in good order. The company's business

wish to ask. There being no questions the Chairman A CORRESPONDENT writes complaining of the moved that the report and accounts as presented absence yesterday of tramcars on the loop line

during the current year has, so far, shown satis-

factorily results. Before proposing the adoption

of the report and accounts now before you l

shall be glad to answer any questions you may

be adopted and passed. Mr. T. Arnold seconded, and the motion was carried.

Mr. W. Parlane proposed the re-election of Mr. A. G. Wood as a member of the Consulting

Committee. Mr. Bonnar seconded. Carried.

On the proposition of Mr. W. H. Wickham, seconded by Mr. T. Arnold, Mr. W. Hutton Potts was re-elected auditor.

The Chairman thanked shareholders for their attendance, and announced that dividend warwants would be ready on Monday, and could be had on application at the company's offices.

HONGKONG SCHOOLS SPORTS.

The committee responsible for the arrange-THERE has been practically no business done ments in connection with the annual athletic by the sellers of the Huey lottery tickets, from sports of the Hongkong Schools have been the City wall downwards towards Bangrak, unfortunate in their selection of dates for the for the past two days, says the Bangkok Times meeting. Postponed from several weeks back of 5th inst. They don't make enough out of it. on account of rainy weather it was decided to make a start with the various heats this afterticket sellers, it appears, demands this year 100 noon, when the weather although much more faticals from each seller before he is allowed to vourable than that which prevailed at the time start business. Then when the seller has prearranged for the former meeting was not pared everything, clerk, lamp, stand, writing ideal either from the point of view of the materials, etc., all he is allowed as profit is one spectators or of the competitors. There is a salung in each 25 ticals he receives. The lengthy programme to be got through, and seller, maintain that, at this rate, it would be it is to be hoped that on Monday when more profitable to do something useful for a the finals and other events are to be a bright afternoon favour the fuctions. The officials of the meeting are as tollows:-THE death is announced at Bangkok of Patrons:-His Excellency the Governor, Vice-Admiral John Bush, who was the "Futher" of Admiral Str Gerard H. Noel, K.C.B., His Exthe Bangkok Dock, which dates back to 1865, cellency Major-General Sir Villiers Hattor, and amid all the recent changes remained CB, Rear-Admiral Hon. A. Curzon-Howe, the principal shareholder. One of his last acts | C.v.o., The Right Rev. Bishop Hoare, Rev. May, C.M.G., The Hon. Mr. E. H. Sharp, K.C., it to the Dock property. Mrs. Bush died many The Hon. Sir C. P. Chater, Kt., CMG., Dr. years ago, but of their children at least Mr. J. G. H. Bateson-Wright, Conselhiero A. G. ii. M. Bush, master mariner, Mr. Kurizhals Romano, Consul-General for Portugal and

and Mrs. Davidson still survive, and two grand- Mr. M. Noma, Consul for Japan. Clerks of sons, Mr. Frank Stewart and Capt. Stewart of the Course :- Messrs. R. E. O. Bird, A. O. the Borneo, are well known in Bangkok, The Brawn and H. L. Garrett, Starters: - Messrs. late Mrs. John Anderson, Singapore, was a T. K. Dealy, B. James, and H. Sykes. Judges: -Mr. B. Tanner, Rev. Bro. Stephen and Mr. W. H. Williams, Handicappers: Messes II. Sykes and B. Tanner. Official Time-keepers: -Mr. W. E. Curwen, and Rev. Bro. Cyprian, Modý, The Hon. Dr. Ho Kai, C.M.G., Rev. E. J. Barnett, Mr. W. D. Braidwood, Rev. Bro. Silvester, Mr.-G. Piercy, The Hon. Mr. Wei-Yuk, Mr. F. J. Badeley and Mr. Ho Tung. General Committee :- Messrs. T. K. Dealy, R.E.O. Bird, A. O. Brawn, A. W. Grant, A. H. Crook, R. J. Birbeck, W. H. Williams, H. Sykes, B. Tanner, B. James, Rev. Bro. Stephen, Messrs. G. P. De Martin, H. L. Garrett, and W. E. Curwen. Working Committee :- Mr. T. K. Dealy, Rev. Bro. Stephen, Messrs. B. Tanner, H. James, R. E. O. Bird, A. O. Brawn, A. W. Grant, H. L. Garrett, P. L. Brown, A. Stewart, Ho Shai Fu, J. Ezra, F. Vidal, Yanguas, T. Loft, Glaisermann, Crolius, C. V. Curreem, M. Souza, and Cheung Kwok Wing. Hon. Treasurer :- Mr. A. W. Grant. Hon. Secretaries :-Messrs. R. J. Birbeck and G. P. De Martin.

tween Java and Australia, Captain Williams, of the steamer Airlie, is of opinion that good business will soon be established. He states! that the trade shows improvement on each trip, a good deal of tea now being grown in Fleet? for some time to come there would be no by a very enjoyable, though impromptu, Java, and efforts are being made to establish a market for it in Australia,

BALTICERS.

P. & O. POONA'S EXPERIENCE

FLEET IN FIGHTING CONDITION.

When the Poona arrived at Singapore and heard that the Baltic Fleet had just sailed there was great joy among the passengers. Of all things they hoped to be held up, so they followed in the track -of Russians. Somewhere near the island of Condore, which has become famous of late, they sighted the Baltic Flect. When a representative of the Hongkong Telegraph went aboard of her in Hongkong harbour to-day, he found the officers and the doctor enjoying themselves hugely because they had news up their officers to deigned to give some facts.

Shortly after daylight on the morning of tha 11th inst., three vessels widening out towards the horizon were sighted. Coming speed of about 12 knots to 14 knots an hour.

It was evident they were warships and that they belonged to the Baltic Fleet. Whether they belonged to this type or to the other type troubled not a soul. quick swerve on the part of the nearest rearguard scout brought the Almas within speaking distance of the Poona.

"Do you mean to say they are fast

"At the rate the Almas came up to us 1 should say she was steaming 20 knots an

"But what about the seaweed?"

"All nonsense. Of course the vessels are not painted as a man-of-war would be in times of peace, but to say that they are anything but in fighting condition would be to make a fool of our own boats."

The Almaz came up, circled round and

"What is your name?"

"The Poona, of Glasgow,". "And your cargo?"

"General."

"Where are you bound?" "Hongkong and Shanghai."

The officer, who gave the information, was not quite sure whether it was Hongkong or Shanghai that was flagged.

"Then I wish you a pleasant voyage." "Thanks," was the usual curt British

The fleet had been sighted at 8.30, in the morning and the Poona kept in close touch with them for eight hours, until 4.30;

"Scout to scout," said the officer of the Poona, "would be about eight or ten miles." All the ships were flying the blue pendant

at the fore, and when the question was asked answer was that it must have been one of the vessels on the right, because all the others took their orders from her. So that the flagship is the Kniaz Souvaroff, a battleship of 13,516 tons displacement.

It was a great time for the Poona and her passengers. 'A few have photographs, but judging from the negatives we have seen they do not give an adequate idea of the strength of the Fleet. The formation of the Fleet was as follows.

Right-Battleships. Inside—Four torpedo boats.

Centre-Two lines of merchant men, colliers and transports, with a hospital ship. Outside-Four torpedo boats.

Left-Five Volunteer Squadron boats,

and the cruiser Oleg. Ahead were three scouts; two and a half miles separating one from the other. At the rear there were three other scouts—the Dimitri Donskoi, the Aurora and the Almaz. According to the officers of the Poons it is absolute folly to ridicule the character of the Baltic Fleet. The story about seaweeds might be all right so far as the colliers and the transports were concerned, but the Fleet itself was in first-class ocean-going condition. The scouts were Stewards:-Mr. T. Sercombe Smith, Mr. H. N. fully two miles ahead of the Fleet, and the Fleet itself, which means the colliers, transports etc., was travelling at a uniform rate of ro knots an hour. " From the point of view of an R. N. R. man, the Fleet of the Russians is a pretty hard nut to crack." was the opinion of a clever officer on the

When the Poona sighted the Baltic Fleet the latter was moving E. N. E. would take them straight to Hongkong. But at sunset the route was changed a little to the north'ard, so that in the opinion of the practical sailors the Fleet was making for the Paracels where it could coal. The Paracels have a bad name among seamen, for more boats have gone ashore there than on the Natunas. But at this time of the Discussing prospects of increased trade be. year there is no surf, and it would be quite easy to fill up the bunkers there.

"From a Royal Naval Reserve man's point of view, what do you think of the Baltic

have a tough job if they try to tackle it."

B. I. MAIL SAILS THROUGH THEM. On the 8th inst., Captain Herrington of the British India Mail Packet Taxe, reported on

arrival at Singapore:-Passed Russian Fleet of 47 vessels off the One Fathom Bank at 1 30 p.m. on the 7th. They consisted of eight four-funnelled ships, hospital ships, colliers, torpedo-boats, and converted cruisers.

The fleet was a very fine sight and was discerned some time before noon. It was travelling about eleven knots, apparently, the rate of the colliers and slower vessels. As the Tara was coming along at fifteen she soon over-" hauled the war vessels, which she passed near enough to get some photographs.

If the fleet is coming through the harbour they should be signalled by about 11 a.m. but they may go down the Durian-straits and pass during the night, says the Free Press of 8th

It has been no great secret in Singapore that for some time past there have been large shipments of biscuits, boots, and miscellaneous spective sleeves. At length one of the stores for Saigon. The Tanglin and the Dagmar have both left with cargoes containing provisions that might be used by the fleet, and it is reported that over two thousand tons of biscuits have gone. It is not believed that these provisions will be taken into Saigon, but a little nearer, it was found they were that they will be transhipped into another cruisers. The case of the Mulacca came to steamer outside, which will await the fleet. their minds, but they went on at the usual The steamer Hindoo now at the what is loading coal 4,000 tons, which is said to be for the same destination, but this may be one of the rumours of which there are so many about.

It is not considered at all likely that the Fleet will put into this port, but that it will sail through the Durian Straits and so on to the next port of call. It may be noted that the Penang report was 27 vessels, while Capt Herrington reports 47. It is plainly not the whole of Rozhdevensky's Fleet which left Madagascar on March 16th, for an unknown destination, It may be that the Malacca Division is intended as a sort of blind while the rest of the more powerful, ships have gone- to the south and round Java. The Division coming down the Straits is said to be coming slowly, on the lookout for Japanese mines, which they doubtless suspect to be strewn through all the waters of the East.

At 12.45 on the 8th eighteen were in sight from the Signal Staff, on Mount Faber, but it could not be told whether they were making for the Port or to pass to the southward through the Durian Straits.

The Russian men-of-war are now off the Karimons, two hours steam off the western entrance to the harbour.

Thirty-eight vessels are now in sight.-

The following appears in Manila papers under telegraphic information: Ban Francisco, April to.-Almost the entire Russian fleet is now headed, northeast from Singapore. The last of the vessels of the fleet passed Singapore late Saturday night. Togo's fleet is reported in the vicinity but the reports of the. number of vessels he has are conflicting. Rumors of a battle have been received but they are not yet confirmed. It is generally believed that Rojdestvenski intends heading north of the Philippines unless intercepted. in the South China sea. The Vladivostok squadron under Admiral Jessen, consisting of -"Where about was the flagship?" the the cruisers Rossiya and Gromovoi and about twenty torpedo boats, has sailed to join the Baltic squadron. It is stated in Paris that should the Baltic fleet be hopelessly defeated the engagement will end the war.

#### THE BASTER HOLIDAYS.

Friday, the 21st, and Monday, the 24th of April, being public holidays under "The Holidays Ordinance, 1875," will be observed as Government holidays.

H. E. the Governor has been pleased to appoint Saturday, the, 22nd of April, to be observed as a holiday throughout the Government departments, except the Police Magistrates' Department,

The Police Magistrates' department is excluded from the operation of the Ordinance on Monday, the 24th inst.

THE WEATHER.

The following teport is from Mr. F. G Figg,: First Assistant of the Hongkong Observa-

On the 15th at 10.5 a. The barometer has isen over Japan, and is little changed elsewhere. A depression is moving away over the Pacific to the E. of N. Japan, and the bighest pressure is lying over W. Japan.

Gradients continue slight, over the China coast, and moderate E. to S. winds will probably prevail in the Formosa Channel and N. part of theChina Sea.

Forecast:-SE. winds, moderate; showery, log at times.

HERR F. O. Licht, of Magdeburg, in his

monthly circular on the beet sugar trade, states

that the production has decreased 797,000 tons. His estimate for the campaign is unchanged.

#### SHIPPING AND MAILS.

MAILS DUR, French (Tonkin) 17th inst. Indian (Namsang) 17th inst. French (Dumbea) 18th inst.

American (Mongolia) 20th inst.

The s s. Rubl left Manila on 15th inst., at to a.m., and is due here on 17th inst., at 3 p.m. .The chartered s.s. Langbank from Hamburg Tell you the truth, I think the Japanese left Singapore for this port on 14th inst., p.m. and may be expected here on aist inst.

#### TELEGRAMS.

[Reuter's.]

#### The Baltic Floot.

LONDON, 13th April. As the cruiser Sutlej passed the Baltic fleet 550 miles N. E. of Singapore, the Dutch report of fighting at the Anambas is not credited.

#### Great Britain and France.

In connection with the visit of the French fleet, the London Corporation will entertain the officers at The Guildhall on the 10th August. Arrangements are also being madfor the sailors to march through the City."

The British Atlantic squadron will visit Brest early in July.

QUEENSLAND AND HONGKONG.

COMMISSIONER COMES TO CAPTURE ORIENT TRADE.

Officensland is still pushing ahead, and if she doesn't capture the trade of the Orient the fault will not lie with her energetic representative, Mr. Frederic Jones, Commissioner for Trade. It is about a year since Mr. Jones was in Hongkong, but the effe t of his previous visit | been preying upon the poor man's mind. is to be found in the greatly-increased import trade from Australia. He arrived to-day from Manila, and at once installed himself in the office of Messrs. Barretto & Co. who are now handling the greater portion of the Australian import trade into South China.

Interviewed by a representative of the Hongkong Telegroph, Mr. Jones proved to be as genial and obliging as ever, and quite as business-like.

A DEAL IN MANILA. "Just come from Manila? Yes. I left Brisbane on 20th February and arrived at Manila in time to deal with the question of the tenders for beef and mutton for the United States Army. When the tenders were first opened it was thought that the award would go to New South Wales. Cables to that effect were sent, and it was announced in the newspapers that New South Wales had got the

Representations were made to the Chief of the Commissariat Department on the subject of the quality of the meat that had been supplied by Queensland during the last twelve months. It was pointed out that the meat had been always up to standard, a fact which was given on the authority of the officers of the Army. We also said that we were prepared to send a direct line of steamers from Brisbine to Munila every six weeks, thus saving the cost of cold storage. We also advanced several other arguments. Eventually, after an anxious delay of seven days, General Corbin confirmed the recommendation of the Chief Commissary, with the result that the award was given to Queensland for £95,000, or nearly a million dollars.

NEW STRAMSHIP LINE.

"That was not only good business, but it also paved the way for the staiting of a direct line of steamers between Manda and Queensland, Brisbane being the terminal point. In my recommendations to the Government with respect to a subsidy for this line, I have suggested that the service should be a monthly one, and that the boats should come on to Hong ong, making Hongkong the terminal point at this end.

CHEAP AUSTRALIAN MEAT FOR HONGKONG. "As a matter of fact this is really paving the way to give the people of stongkong the same low priced and high quality tresh meat as Manila enjoys. I might mention that since my visit to Manila twelve months ago have succeeded in reducing the retail price of the best beef-prime cuts-10 25 cents, or sixpence.

"In addition, Queensland has secured a very firm hold in the Philippines for timber, flour, coal fruit and vegetables. Vy first shipments of fresh fruit, trial consignments, will reach the Philippines in about a month from to-day. refused to allow the fruit to be placed in the hands of any particular firm. Instead, I have arranged that the shipments shall be sold by auction, in small lots, so that there may be a large demand and the consumers may be

reached direct. TRADE RAFIDLY INCREASING.

"The increased volume of trade to Hongkong of Queensland products since I was last in the Colony has been most gratifying. In leather alone the business has assumed big proportions, and the constant repeat orders is however, to maintain the trade which had been evidence that the Queensland material is built up between Hongkong, Swatow, Amoy suitable for this market. I have with me, and and Formosa, and accordingly five foreignshall have ready for inspection during the owned vessels-Norwegian and German-were early part of next week, samples of compressed | engaged, and these boats have been regularly fodder, Incerne hay-now compressed by a running on the Osaka Shosen Kaisha's coast new method which compresses the hay into route. Now that the Baltic Fleet has appeared, just half the bulk it previously had— however, it is possible that difficulties might outs, barley, bran, and other feed stuffs; arise should a Japanese-managed boat fall into hams and bacons, which are now finding their the grasp of a Russian cruiser. The fact that way into the London market with good results; canned meats, fruits, and flour, the quality of the decision that arrangements should be made which is reported by the Australian Consul-General to Washington, to be of a very high been agreed that Messrs. Bradley & Co., grade.

"While talking about flour, I might say that owing to the energetic action of the mon. D. Denham, Minister of Agriculture in Queensland, we are really doubling the area of country under wheat every year."

#### A TIP TO THE GOVERNMENT.

Queried with regard to the imports into difficulty arise. Hongkong from Australia, Mr. Jones gave vent to a growl. "There are no statistics to be got here. True there is no Customs because it is a free port; but in Singapore, where the same conditions prevail, the statistics are of very great commercial value, because they are full and accurate. I've spoken about this fault in Hongkong before, but it doesn't seem to produce much good. It is a great pity this matter does not receive the attention of the Government here."

Mr. Jones stated that he would be in Hongkong for a month and can be seen at Messrs. Barietto and Co.'s office in Queen's Road Mr. fones shouted after him-" Don't you forget to say that Queensland is to capture the trade of the Orient,"

BRITISH OFFICER MISSING.

On the arrival of the West I iver steamer Tal Ou, in harbour yesterday, it was reported that the Chief Officer, Mr. J. Angus, was missing. It appears that he was last seen on board at 8 p.m. on Thursday, and that he then gave orders that he was to be called later if necessary, as he was going to lie down in his cubin. It was not necessary to call him during the night, and when the boy went to the cabin early yesterday morning it was found that he was not there nor had his bunk any appearance, of having teen slept in. A thorough search of the vestel was made on the occurrence being reported to the captain, but no trace of the missing man could be found. Just previous to retiring on Thursday night Mr. Angus stated to the Chief Engineer, old man with a paralysed arm, what was the good of life to him! From these facts is deduced the supposition that the man, in h fit of temporary insanity jumped overboard. He left no letters to explain his disappearance: Mr. Angus, who was in the prime of life, was making his first voyage in the sis. Tai On. Previously to that he was unemployed for eight months, and that, together with the fact of his having a paralysed arm, no doubt had

MASONIC.

ROYAL ARCH CHAPTER.

Last night, at the Masonic Hall, Zetland Street, the District Grand Royal Arch Chapter of Hongkong and South China installed the the Principals Elect of Victoria Chapter, No. 525 for the ensuing, year as follows:-Bro Harker, M. E. Z.; Bro. Sykes, H.; Bro. Graham, J., Bro. Purcell, Scribe E.; Bro. Crapnell, Scribe A.; Bro. Skelton, P. S.; Bro. Townsend, First A. S.; Bro. Willock, Second A. S.; Bro. Winter, Treasurer; Bro. Thwaites, D. C; Bro. Wilson, Steward, and J. Vanstone, Jani tor. An informal "Smoker" wound up the evening's proceedings.

SHIPPING JETSAM.

The steamer Team from Manila was delayed nine hours off Waglan by the fog.

The master of the s.s. Merionethshire reported having passed on April 3 at 10.45 p.m. a vessel finating keel upwards in Lat : 12 deg 52 min North and Long : 111 deg.41 min East. The derelict was twenty feet in length and projected two feet above the water.

The work on the s.s. Kong Nam, Messrs i. C. Wilk's steamer, which was safely got of the rocks, on Ma-Wan Island, and towed to the docks is progressing very speedily, and is anticipated that within a week she will office again be performing her duty for her owners.

Navigation Company's steamer Tsinan, to | 125 Japanese, coolies, who have just completed after leaving Noumea, will proceed direct to kilogrammes). Port Darwin, and thence to Hongkong and

(Messrs. Git b, Livingstone & Co.,) which | to fire two further rounds in order to demonafrived to-day from Australia, had a full complement of passengers, and the whole of her cargo space had been engaged. The cargo included 800 tons of wheat, 800 tons barley, so tons outs; 200 tons flour, 300 tons fod. I the first shot, and there was less fliking, but I prise people. The reporter was told that rates der, 50 tons copper, and 300 tons frozen produce. She also has a shipment of leather. and a quantity of milk butter, etc.

OSAKA SHOSEN KAISHA.

PREPARING FOR EVENTUALITIES. In Thursday's issue, we suggested that in view of the proximity of the Baltic Fleet to Hongkong, the Osaka Shosen Kaisha might have to consider the advisability of bringing their vessels under the English flig in order that they might escape capture and destruction at the hands of the Russians. To a certain extent that forecast was not very far wide of the mark. When the war broke out the Os ka Shosen Kaisha's fleet of steamers was sent to Japan to engage in purely Japanese business, either for purposes of the Government or in private trade. It was necessary, Formosa is one of the points of call also led to to meet any contingency. It has therefore Horgkong, will deal with all questions which may arise should the vessels under the control of the Osaka Shosen Kaisha become involved. In other cases the vessels will be managed by the Japanese, Mesirs. Bradley & Co. only appearing on the scene when questions of

CHINA BORNEO CO'S SLIPWAY.

THE C.Y.S. " PETREL" UNDERGOING REPAIRS.

the new China Borneo slipway, undergoing a been published. The annual rent is \$104, and thorough overhauling. She luckily was not the upset price is \$5,000. Before the expiradamaged below the waterline when she was | tion of twenty-four calendar months the purdriven ashore during the great storm of Octo- chaser of the lot will have to expend on the ber 31st, but her mast was snapped and about property not less than \$10,000 in rateable Central. As the newspaper man was leaving, forty feet of the port bulwark was smashed in, improvements. He will also have to construct probably the result of a collision with one of a storm water nullah along the south-east the heavy timber lighters which were adrift on boundary of the lot, which is registered as that eventful night-B. N. B. Herald,

NAVAL NOTES.

H.M.S. Glory has gone into dock at Kowlcon.

It will be remembered that, some time ago, an accident (reported in these columns) occurred on board of H.M.S. Vingeance at Weiinvalided from the Service with a smashed that he did not see the use of living; an the local "influentional's," have promised their support so there should be a record attendance.

NEW JAPANESE BATTLESHIP

TESTING HER "JACKET."

Possibly the details published in Engineering as to the strength of the armaments for the new Japanese battleship Kashimu, now being constructed by Sir W. G. Armstrong, Whitworth & Co., Ltd., in England will be best appreciated by those familiar with engineering and technical terms; but the facts as given in the journal mentioned are striking as showing the strength of the modern war-ship. They are as follows : -

length, 8 ft. by 8 ft. (2.43 metres), and the weight was soo lb. per square foot, practically equal to a thickness of 9 in. (228 millimetres). For the purposes trial the plate was backed with 2 ft. (6r. centimetres) of cak, to the rear of which again, was a steel plate, representing the ordinary skin of the ship. The attack was by a 9.2 in. gun, using Firth projectiles, weighing 383 lb. (174.4 kilogrammes), which were supplied for the purpose by the British Govern-"

In the first round the striking velocity, was 1,814 ft. per second, equal to striking energy of 8,868 foot-tons. This shot penetrated io the extent of one-third of the thickness of the plate, to 3.1 in. (78 millimetres), and there was extensive flaking of the surface above the point of impact. The back was bulged only to the extent of 1.9 in. The projectile was broken into at least 155 pieces, the largest weighing 35 lb. (16 kilogrammes.) The fragments recovered represented 208 lb. (94.5 kilogrammes) out of a total of 85 lb. The second round was of slightly less power, the striking velocity being 1,793 ft. per second, equil to a striking energy of 8,475 foottons. This shot had much less effect on Arrangements were made for the China the plate, the maximum penetration being only 4.25 in. (32 millimetres), but the proceed from Sydney to Noumea and embařk | bulke at the back was 1.5 in. (38 millimetres). In this case the largest fragment of the shot a term of service in the nickel mines of New | remaining was only 28 lb. in weight (13 Caledonia, and under the terms of the contract | kilogrammes), and the aggregite weight of are now being returned to Japan. The Tsinan, the fragments recovered was 173 lb. (79 able of pleasing the most fastidious traveller.

At the conclusion of the first two rounds the representative of the Japanese Government The E. and A. Company's steamer Empire | formally accepted the plate, but it was decided strate its full resistance. The third round was fired with a striking velocity of 1,889 footseconds, equal to a striking energy of 9400 foot-tons. This was a more severe attack than [ (Sydney) reporter on 7th ult, which may surthe penetration was exactly the same. The | from Japan to Australia were about tos per bulge at the back of the plate, however, was | ton, and this is said to be less than the rate the same, being 1.9 in. (48 millimetres). received by interstate companies. It is cheaper, The shot suffered severely, the largest therefore, in these figures, to have goods fragment being 12 lb. (5.5 kilogrammes) brought from Japan to Australia than it is to while the aggregate weight of the pieces re- send them from Sydney to Fremantle or Adecovered was 172 lb. (78.5 kilogrammes). In laide. the case of the fourth shot a still higher velo- [ The gentleman who supplied the information city was developed, the striking velocity being is interested in the tride and knows the posi-1,985 foot-seconds, giving a striking energy of Jion exactly. He asks: "What are the 10,375 foot-tons. The point of the projectile foreigners looking for?" and then, in the same became fused into the plate, and it was thus breath, says: "Surely the Australian Governimpossible to measure the penetration, but the ment is not going to encourage a flag other bulge at the back was greater than in any of the than the ensign of the British Mercantile other instances, being 2.5 in. (63 millimetres). Marine." The largest piece of the shot recovered was In the pioneering days, when the E. and A. greater than in the other instances-namely, Comp ny was opening up a trade with the 39.5 lb (18 kilogrammes). The pieces of the East, it was not an uncommon thing for vestels broken-up shot recovered weighed 183 lb (83.5) to come to Australia with the ashes from the kilogrammes). Slight irregular cracks deve- furnaces "damped down" in the holds for laped after the firing of the fourth shot, billast. This is not idle fiction, but a matter from the centre of the damage caused by of history, and the question in view of the the first round, but an examination of the lature prospects, is asked, "will history repeat back of the plate shows that these cracks were lise ?? more or less surface effects. At the rear, howeverial separate crack was formed, but whether | new steamers for the trade. They are not as the result of the more severe attack of the being built, it is explained, because they are fourth round it is difficult to say; this seems igoing to pay, but because it is a matter of probable, as the bulge at the back due to the necessity in order to hold the traffic against fourth round was 2 5 in. (63 millimetres), which would involve very considerable strain on the rear of the plate, especially as the points of attack of the first and fourth rounds were close together. The result was certainly very satisfactory, as no through cracks were developed; the velocity of the last shot was exceptionally awake to the position, and not allow the trade high, and in excess of the requirements of the which offers with China and Japan to slip British Admiralty. The trials were attended | through her fingers. on behalf of the Japanese Government by

FORTHCOMING LAND SALE.

Captain K. Iwamoto.

Particulars and conditions of the letting by public auction sale, to be held on Mon-The GYS. Petrel will be in commission | day, the 1st prox, of 10,000 square feet again in a few weeks' time. She is now up on of Crown Land at Causeway Bay, have Inland Lot No. 1740.

AIDS TO NAVIGATION.

LIGHTS IN CHINESE WATERS.

The thirty-third issue of the list of the lighthouses, light-vessels, buoys, and beacons on the coast and rivers of China, with corrections haiwei. One of the victims, who is being up to the 1st December last, has now been published by the Imperial Maritime Customs ankle and who also is taking passage home in and a copy sent for our acceptance. The work his own ship, is to be helped by an assault-at- contains charts of the .China coasi, showing arms and variety entertainment given on his the position of lights and the limits of the behalf at the Bijou Theatre here, on Saturday, | customs districts, and eight others giving the and we hope it will be a success. The pro- position and kind of lights. From the sumgramme will be a good one and among those mary of these amficial aids to navigation in assisting are T. Armstrong, J. Halligan, W. Fox, | Chinese waters, it is seen that the total of lights, and M. Lacey, all of Vengeance, together with light vessels, light-boats, buoys and beacons is some local talent. Professor Miller, hypnotist, Loow 349, including 102 lights, four light-vessels, will give a performance and lecture. Several of 21 light-boats, 113 buoys, and 109 beacons, to which the approaches to, and harbour of, Shanghai contributes a total of 84, while Canton comes next with fifty. It is pointed out that no corrections to the list of lights at Hongkong or Weihalwei have been received since 1903. The foreign lights staff comprises nine men on light-vessels, and 57 lightkeepers in lighthouses, and these are assisted by a Chinese staff of 240.

WAR OF FREIGHTS.

THE AUSTRALIAN TRADE

COMPETING FOR THE EASTERN TRAFFIC.

Trade between Sydney, Manila, China, and Japan is a big thing, but a rather serious problem confronts shipping companies at present The plates were of the usual width and engaged in the trade. It is beginning to present features which indicate that the strongest only can survive.

Two British companies have the flag flying, but latterly the North German Lloyd has entered the list, and placed some up-to-date vessels on the berth. The Britishers are the E. and A. Company, with the steamers Empire, Australium, and Eastern, and the China Navigation Company, with four well-known vessels-the Taiyuan, Chingla, Changsha and Tsinun. When the war between Russia and Japan comes to an end-or, possibly, before that time, there will be a fourth company, for the Nippon Yusen Kaisha, with its fine fleet, will resume funning from Yokohama to Australia.

What will happen is hard to say. Times are not so flourishing as to allow the four companjes to run profitably and with the advantages of peace in the east, it is not at all probable that Japanese expansion will provide trade for such big concerns. It costs a lot of money to run up-to-date passenger and cargo steamers, while shareholders naturally expect some return for

The N.Y.K. will doubtless receive a subsidy from the Japanese Government, just as it did before the war, while the other companies will have to battle on with this handicap. The N.D.L. is a powerful company, and has not commenced running between Sydney and Japan for fun.

The China Navigation Company has an extensive fleet in Chinese waters, and the E and A. Company has a trio of vessels cap-The fight is to be one in which

THREE FLAGS ARE ENGAGED. and the result will be worth watching. Australian legislation may or may not assist the Britishers; the feeling is, that it should, but

Freight rates now are not high, and some particulars were supplied to an Evening News

There are now reports about the building of the intrusion of outsiders.

Another feature of the business is that freight rates between San Francisco and the Orient are low. 'Frisco is also a powerful Fival, and is making a bold bid for the Japanese trade. In the circumstances Australia should be

The China Navigation Company's steamer Taiyuan, now in port, called at Manila on the run to Sydney, being the first steamer for some time to call at the American port on the passage to Sydney from Hongkong. Steamers call there regularly on the voyage north from Syd-

It is worthy of note, perhaps, that the steamers of the companies named, make different calls on the passage from Sydney. The E. and A. Company and the China Navigation according to announcement, visit Queensland ports, Thursday Island and Port Dirwin; but, in addition to this; the E. and A. steamers make a special feature of calling at Timor, the Portuguese possession en route.

The N.D.L. steamers, although they have dropped Singapore, have retained New Guinea in the timetable.

To-day's Advertisements.

PUBLIC AUCTION. THE Undersigned have received instructions to sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCURNED.

MONDAY the 17th April, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,

SUNDRY VALUABLE HOUSEHOLD FURNITURE,

SILK-TAPESTRY DRAWING ROOM SUITE, TEAKWOOD EXTENSION DIN-ING TABLE, American HOLL-TOP DESK, TEAKWOOD SIDE OARDS with BE-VELLED GLASS, HATSTANDS, TEAK-WOOD BOOK-CASE with DESK attached. COPYING PRESS, MARBLE-TOP WASH-STANUS, TEAKWOOD OVERMANTEL with BEVELLED GLASS, &c., &c., &c. Terms :-As usual.

**HUGHES & HOUGH,** Auctioneers.

Hongkong, 15th April, 1905.

TOTICE is hereby given that Mr. NG LI HING of the "GOH GUAN HIN' Hong, No. 208, Wing Lok Street, Victoria, Hongkong, Merchant, will not be Responsible for any Debts contracted by his Son NG KAI SUI, otherwise called NG CHAP NG, who is a minor of 17 years of age, and has no property whatever either in reversion or in expectancy.

The Public are hereby warned against lending him money or contracting with him in any

Dated the 15th day of April, 1905. EWENS AND HARSTON Solicitars for NG ! 1 Hing.

WEISMANN, LTD.

RECOMMEND THEIR

HOT-CROSS BUNS, 60 CENTS PER D z. DLEASE send your Orders in time to secure prompt supply.

Hongkong, 15th April, 1905. INDO-CHINA STEAM NAVIGATION

H. WEISMANN,

Manager.

COMPANY, LIMITED. FROM CALCUTTA, PENANG AND

SINGAPORE. THE Company's Steamship

" NAMSANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P M. on WEDNESDAY, the 19th instant, will be landed at Consignees' risk and expense into Godowns at East Point, ... No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 15th April, 1905. -HONGKONG GYMKHANA CLUB

DROGRAMME OF THE FIRST MEETING to be held at the HAPPY VALLEY,

SATURDAY, 13th May, 1905, (weather permitting). PROGRAMME:

I.- THREE QUARTER MILE FLAT RACE .-For all China Ponies which have never won an official race and Griffins at date of entry. Weight for inches as per scale. Unplaced Ponies allowed 5lbs. Hongkong Sübscription Griffins of any Season allowed (lbs. Jockeys who have won an official race in Hongkong or China penalized 21bs. Nonwinning Jockeys allowed 5lbs. I ntrance fee \$3 1st Prize: A Cup presented by

Iton. W. J. Gresson, and Prize: \$35. z. - POLO PONY SCURRY. - Open to all bond. fide China Polo Pomes, to be passed as such by the Committee of the Club. Catch Weights. Distance 250 Yards. To be run off in three heats. Entrance fee \$3. 1st Prize: A Cup presented by A. Babington, Hsq. 2nd Prize: \$:5.

3.—GYMKHANA CLUB CHALLENGE CUP.— Value \$300. Distance one mile; for all China Ponies. Catch weights at 10 stone 6lbs. Winners of an open race or open Griffin race 5lbs. extra Non-winning Subscription Griffins alliwed 5lbs. Jockeys who have won an official race in Hongkong or China 21bs. extra. Non-winning Jockeys allowed sibs. To be run for 5 times and to be won by the pany scoring most marks in the races for the Cup, counting four paints for a first; two for a second; and one for a third. The benefit of marks already scored to pass with the p .ny on a sale. Any winner of the race to carry 51bs extra for each win in subsequent starts for the Cup, but in the event of a pony carrying the penalty not winning albs, to be deducted next time he starts. Penalties accumulative up to 15lbs. Second Prize: A Cup value \$103. Entrance lee 15, to go in the purchase of a memento to the winners of each race.

-LADIES' NOMINATION -" - UNT SALLY RACE.—Genilemen to start mounted apposite Judge's b'x, where dolls will be placed in the bank. On a given signal they are to ride to a point indicated and there dismount, pick up a bundle of sticks and return to starting point, when they will hand the bundle to their respective nominators. The prize will be won by the lady who knocks down her doll in the least number of throws and in the shortest space of time. Entrance fee S3. 1st and 2nd Prizes Presented by the Club.

5.—HURDLE RACE CHALLENGE CUP.—Value not less than \$250.—Distance about One Mile,-Catch Weights to stone rolbs. Winner of a jump race to carry 5lbs, extra. Other conditions same as Gymkhama Club Challenge Cup, with the following exception : 4 Starters or no race. and Prize value \$50. Entrance fee of \$5 to go in the purchase of a memento to the winners of each race,

6.—ONE MILE AND A QUARTER FLAT RACE, HANDICAP. - For all China Ponies. Jockeys who have won an official race in Hongkong or China penalized 2lbs. Non-winning Jockeys allowed 5lbs. Entrance fee \$5. 1st Prize: A Cup presented by Hon. Sir C. P. Chater, Kt., C.M.G. 2nd Prize: \$25.

Entries close to the llonorary Secretary, Hongkong Gymkhana Club, on SATURDAY, he 6th May, at the Hongkong Club, at 7 P.M. Entrance fees must accompany Entry, otherwise Entry will not be accepted.

Entries in events Nos. 1, 3, 5 and 6 must state name, colour and height of pony, also racing colours.

C. G. MACKIE, Hon, Secretary, Hongkong, 15th April, 1905.

To-day's Advertisements.

ROYAL,

CITY HALL.

HONGKONG AMATEUR DRAMATIC

"ONE SUMMER'S DAY," A Comedy in 3 Acts by H. V. ESMOND, An Extra Performance of "ONE SUMMER'S DAY will take place

TO.NIGHT, (SATURDAY), 15th April, 1905. Prices ... ... ... \$3, \$2 and \$1.

Sailors and Soldiers in uniform half-price to  $\mathbf{Pit}$  Stalls and  $\mathbf{P}$  t. Booking Office at ROBINSON, PIANO CO. ARTHUR CHAPMAN,

Business Manager. Hongkong, 15th April, 1905.

PUBLIC AUCTION:

THE Undersigned have received instructions from E. H. HINDS, Esq., to sell by PUBLIC AUCTION,

FRIDAY, the 28th April, 1905, at 2 PM, within his residence, "Glenshiel," The Peak, THE WHOLE OF HIS

VALUABLE HOUSEHOLD FURNITURE.

Comprising :-TEAKWOOD EXTENSION DINING TABLE and CHAIRS, TEAKWOOD SIDE. BOARD with BEVELLED GLASS, DINNER WAGGONS, CANTON CARVED BLACK. WOOD CABINET, TEA TABLES, MARBLE-T(P BLACKWOOD TABLE, STEEL ENGRAVINGS, JAPANESE SCREENS, DOUBLE and SINGLE BRASS-MOUNTED BEDSTEADS with WIRE and HAIR -MATTRESSES, MARBLE-TOP WASHSTANDS and BUREAU with BEvelled glass, double teakwood WARDROBES with GLASS, &c., &c., &c.;

One COTTAGE PIANO, by M. F. Rachals & Co., Hamburg, One LADY'S and One GENT'S BICYCLES, One Eastman-Kodak CAMERA and a number of Scientific BOOKS. One IRON SAFE by Harris, Goodwin & Co., Birmingham and London;

A Large Assortment of PLANTS in Pots. Catalogues will be issued. TERMS:—As usual. HUGHES & HOUGH,

Auctioneers Hongkong, 15th April, 1905. NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"POONA," FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Whati and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can-be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-From London, &c., ex S.S. Peninsular. Optional Goods will be landed here unless instructions are given to the contrary before I P.M., TO-DAY. Goods not cleared by the 21st instant, at

1 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be left in the Gudown's for examination by the Consignees!

and the Company's representative at, an appointed hour. "All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns. L. S. LEWIS, Acting Superintendent,

Intimation.

Hongkong, 15th April, 1905.





SCOTCH

THE POPULAR



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS. By Appointment to

H.M. THE KING

HRH, the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from [479] the principal Stores.

#### Shipping—Steamers.

#### OCEAN STEAMSHIP CO., LD.

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

> FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

#### OUTWARDS.

FROM		STEAMERS	DUE -
GLASGOW and LIVERPOO	L	"TELEMACHUS"16th	April.
GLASGOW and LIVERPOO	L	" DIOMED"21st	April.
GLASGOW and LIVERPOO	L	" CALCHAS"29th	April.
		"MOYUNE" 1st	
GLASGOW and LIVERPOO	L	" DEUCALION" 6th	May.
		"KINTUCK" 6th	
GLASGOW and LIVERPOO	[	"MENELAUS"	May.
GLASGOW and LIVERPOO	L	"NINGCHOW"18th	May.
		n on the 11th instant, and may be	

arrive here about the 16th, p.m.

#### HOMEWARDS.

FOR	STEAMERS	TO SAIL				
*GENOA, MARSEILLES & L'POOL	" ALCINOUS "	20th April.				
AMSTERDAM, LONDON & ANTWERP	" KAISOW "	25th April.				
AMSTERDAM, LONDON & ANTWERP		9th May.				
*GENOA, MARSEILLES & L'POOL		20th May.				
AMSTERDAM, LONDON & ANTWERP	" DIOMED "	23rd May.				
AMSTERDAM, LONDON & ANTWERP	" CALCHAS "	6th June.				
"GENOA, MARSEILLES & L'POOL	· " DEUCALION "	20th June.				
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.				
Taking Cargo for	Liverpool at London Rates.	9.				

TRANS-PAC	TEIO SERVICE.	
FOR	STEAMERS TO SAIL	
VICTORIA, SEATTLE, TACOMA, and	"TELEMACHUS"19th April.	
all PACIFIC COAST PORTS, vid	"NINGCHOW"21st May.	
NAGASAKI, KOBE and YOKOHAMA	. ] "NINGCHOW"21st May.	
For Freight, apply to		
	BUTTERFIELD & SWIRE.	

#### Hongkong, 13th April, 1905.

#### CHINA NAVIGATION CO., LIMITED.

FOR	STRAMERS.	TO SAIL
MANILA	"TAIWAN " †	18th April.
	U DEA THEAT A BY PLACE	22nd ,,
BANE SYDNEY and MELBOURNEJ	"TAMING" *	24th ,,
MANILA	"BUNGKIANG" "	! 25th
KOBE The Attention of Passengers is directed	•	

steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Buls of Lading to all Yangtsze and Northern China Ports. I Taking Cargo and Passengers at through Rates for all New Zealand and other Australian | throughout with Electric Light.

N.B.-REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

Hougkong, 15th April 1905.

BUTTERFIELD & SWIRE, AGENTS.

AGENTS.

#### HONGKONG MANILA.

Highest Class, newest, fastest and most luxurious. Steamers between Hongkong and Manila. -- Saloon amidships--- Electric Light-Perfect Cuisine-Surgeon and Stewardess carried. -All the most up-to-date arrangements for comfort ~ Passengers.

#### MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBIZAFIRO				FRIDAY, 21st April, at 4 P.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS. Hongkong, 15th April, 1905.



## HONGKONG-NEW

#### ASIATIC AMERICAN

# STEAMSHIP CO.

	(With	Liberty to	Call at	the M	Malabar	Coast).		
Steamsl 'p					٠,		About	
ATHOLL"		******	*********				15th May, 19	<b>205</b> .
NORDPOL	19			*******	********	4014700000000	15th June,	11

FOR NEW YORK via PORTS AND SUEZ CANAL.

For Freight and further information, apply to

SHEWAN, TOMES & CO., Hongkong, 7th April, 1905. General Agents.

#### PORTLAND & ASIATIC STEAMSHIP

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

#### PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE	ORECON	RAILROAD	AND	<b>NAVIGATION</b>	COMPANY.

INC ONEGON	DAIFHOAD	MILL HALINA	IIVN UUMTA	INT.	
Steamship	Tons	Captain	To Sail	at Daylight o	1
"NUMANTIA"	4,370	Brehmer	April	25th, 1905.	
"ARABIA"	4,483	Bahle	May	rith, "	
"ARAGONIA"	5,198	Schuldt		30th, ,,	
" NICOMEDIA "	4,370	Wagner`	June	26th, ,,	
Thursday Dille of Yadis		•			

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate

with or apply to

ALLAN CAMERON, General Agent.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES. From 1st January, 1904,

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation, Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE,

Agents. Hongkong, 1st February, 1904.

### STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW"....1,309...J. P. MARTIN. "KWONG TUNG"...1,238...H. W. WALKER. Leave Hongkong for Canton at 9 every evening (Saturday excepted).

o'clock every evening (Sunday excepted). These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity,

Passage Fare-Single Journey ...\$4 

Hongkong, 10th January, 1905.

West of the Harbour Master's Office. SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD. No. 8, Queen's Road West.

#### Shipping—Steamers. REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONOKONG. LOWTHER CASTLE"..19th April, 1905. "SAGAMI".....20th May

DODWELL & Co., LIMITED,

#### Hongkong, 11th April, 1000. HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 6.30 P.M. FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the

following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, 10 cents. TIFFIN and DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge

Leave Canton for Hongkong about 5.30 On Sundays, passengers desiring to have a Private Cabin which has accommodation for

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on pro-duction of the Return Half Ticket. Should the Steamer not run on the Monday, owing to The Company's Wharf is a short distance by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western and of Wing Lok Street. MING ON & Co.

2nd Floor, No. 16, Victoria Street. Hongkong, 5th November, 1904

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED BAILINGS FROM HONGKONG .- SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	FOOSHING +MC	NDAY, 17th April, 4 P.M.
*************		EDNESDAY, 19th April, 4 P.
MANILA	LOONGSANC *FF	RIDAY, 21st April, 4 P.M.
TIENTSIN		
SHANGHAI		
S'GAPORE, PENANG & CAL		

\* These Steamers have superior accommodation for First-class Passengers, and are fitted

Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtsze Ports. For Freight or Passage, apply to

## JARDINE, MATHESON & CO.,

. General Managers. Hongkong, 15th April, 1905.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEENTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"DUMBEA,"

Captain ——, will be despatched for the above Ports, on or about MONDAY, the 17th For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 12th April, 1905.

FOR SINGAPORE, PENANG AND

CALCUTTA. THE Steamship "CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the above Ports, on TUESDAY, the 18th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 13th April, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER,"

Captain McIntosh, will be despatched as above on or about the 5th May, 1905. -For Freight, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 12th April, 1905.

EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EMPIRE,"

Captain Helms, will be despatched for the above Ports, on SATURDAY, the 6th proximo.

ber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are N.B.—To assure the additional comfort of

passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents, Hongkong, 11th April, 1905.

## Consignees.

NORDDEUTSCHER LLOYD, BREMEN,-IMPERIAL GERMAN MAIL LINE,

NOTICE TO CONSIGNEES.

THE Steamship

#### "PREUSSEN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 20th instant, at 9.30 A.M.

All Claims must reach us before the 25th instant, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned. NORDDEUTSCHER LLOYD.

> MELCHERS & Co., Agents.

Hongkong, 13th April, 1905.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MULL LINE,

NOTICE TO CONSIGNEES.

[464 THE Steamship

"PRINZ WALDEMAR"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godown's of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before I P.M. THIS AFTERNOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remain-This well-known Steamer is specially fitted ing undelivered after the 17th instant, will be for Passengers, and has a Refrigerating Cham- subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 17th instant, at 9.30 A.M. Ail Claims must reach us before the 22nd

instant, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the

Undersigned, NORDDEUTSCHER LLOYD. MELCHERS & Co., Agents.

Hongkong, 10th April, 1905.

#### Consignees.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT," FROM TACOMA, VICTORIA, YOKO. HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersigna-ture, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever. DODWELL & CO., LIMITED,

Agents.

Hongkong, 13th April, 1905. DOSTON STEAMSHIP COMPANY

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT," FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE, MOJI AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send two or more passengers, will be charged \$3 in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods

from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk

and expense. No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Hongkong, 10th April, 1005.

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS. THE Steamship

"GLENLOCHY," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that M. their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowtoon, where each consignment will be sorted out mark by mark, and delivery can be

obtained as soon as the Goods are landed. Goods not cleared by the 20th instant will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

## Entimations.

Hongkong, 13th April, 1905.

McGREGOR BROS. & GOW.

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FURNITURE WAREHOUSE.

## KWONG LOONG,

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE

No. 45, DES VŒUX ROAD CENTRAL. The only Shop in Hougkong with this name.

X/HERE HIGH-CLASS FURNITURE VV of every description can be made to order in any design required. Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ld., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom refer-

ence may be made as to the Superior Workmanship and Materials of the Furniture, &c., Messrs. A. S. Watson & Co., Ltd. write as

follows :--"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfac-

ORDERS punctually attended to, and CHARGES most moderate. AN INSPECTION INVITED. Hongkong, 6th December, 1904.

(Sd.) A. S. WATSON & Co., Ld.



is specially recommended by the medical faculty for use in hot climates, because of its fine disinfecting qualities and its fragrance.

**Kingzett'a Fumigating Candies** 

Destror all insects.

supply the safest and most convenient means of sulphur fumigation. For the disinfection of infected places, bedding, clothing, etc., they are both efficacious and economical.

THE "SANITAS" OO. LTD. .

BETHNAL GREEN,

#### CABLE ADDRESS,-Telegraph, Hongkong.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD

HONGKONG.

THE leading English Newspaper in China Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

#### ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively display. ing a ive lisements.

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The type used as a standard for setting advertisement is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted This standard runs exactly eight lines to the inch, and about eight words to the line.

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages reach insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements

can be ascertained from the Manager.

the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements

will be repeated and charged for until counter-

Advertisements for the Daily should reach

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

and remarkably chosp at

man led.

PAMPHLEIS,

CARDS,

TAPRESSES All Job printing is done under European supervision, well turned out, free from errors,

THE HUNGKONG TELEGRAPI

Estimates given for all classes of work on application to

> THE MANAGER Hongkong Telegraph Co., LB I, Ice House Road Hongkong .

#### A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows :-

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhnon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that in. formation regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

#### NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to yeer,

Two lanterns hoisted horizontally indicate had weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H M's Receiving Ship.

#### LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed a strong gate of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at :-

Joint Cable Companies' Office.

Ferry Company's Pier, Ico House Stree Blake Pier.

Post Office.

Harbour Office.

Ferry Company's Pier, Kowloon .

WEATHER-FORECASTS and STORM WARNINGS are exhibited on the above boards daily about it a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express,"

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather. forecasts, and information regarding the existence and movements of typhoons based thereon.

#### SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph. Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

#### THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas,"

F. G. Fide. Acting Director. Houghoug, Observatory, and January, 1904. | Cati Diederichten

#### Supping.

Empire, Br. s s., 4,496, P. T. Helms, 14th April, -Sydney 22nd Mar., Brisbane 24th, Townsville 27th, Cairns 28th, Port Darwin and April, Timor 5th, and Manila 12th, Gen.-G., L. & Co.

Hongkong, Fr. s.s., 739, A. Suzroni, 14th April, -Haiphong 11th April, and Hoihow 13th, Gen, and Sugar.-A. R. M.

Hailan, Fr. s.s., 377, L. Andersen, 14th April,-Pakhoi and Holhow 13th April, Gen .-- A.

Saint Helena, Br. s.s., 2,707, McKee, 14th April,-Cardiff 8th Feb., Coal.-Order. Tolosan, Ger. s.s., 2,200, Rose, 14th April,-Tsingtau 8th April, Coals.-J. & Co. Eastry, Br. s.s., 1,941, Hassfield, 14th April,-

Rangoon 30th Mar., Rice.-Order. Howick Hall, Br. s.s., 2,377, Harris, 14th April, -Cardiff via Sabang and Feb., Coal.-

Newton Hall, Br. s.s., 2,675, A. C. Hustler, 14th April,-Cardiff 7th Feb., Coal.-J., M. &

Poons, Br. s.s., 4.787, C. R. Longden, 14th April,-London 5th Mar., and Singapore 9th April, Gen.-P. & O. S. N. Co.

Tean, Br. s.s., 1,346, A. Sommerville, 14th April, -Manila 11th April, Gen.-B. & S. Battersea Bridge, Br. s.s., 2,277, R. Chievers, April,-Cardiff 29th Jan., Coal.-D. & Co.,

Clearances at the Harbour Office. Hongkone, for West River. Ilha Verde, for Macao. Heim, for Bangkok. Hoining, for Shau-u-tsung.

Empire, for Moji. Paul Beau, for Canton. Barotse, for Singapore. Eastry, for Kobe, San Cheong, for Canton. Karoon, for Nagasaki Chivuen, for Shanghai. Kwonglung, for Canton. Hailan, for Swatow. Howick Hall, for Shanghai. Shun Lee, for Kongmoon. Yingking, for Canton Newton Hall, for Shanghai, Carl Diederichsen, for Iloihow.

Hallan, for Kwong-chow-wan.

Wingchai, for Macao. Departures. April. 15.

Zafiro, for Manila. Hue, for Haiphong. Eiger, for Shanghai. Taiwan, for Canton. Tacob Diederichsen, for Hoihow. Chlyuen, for Shanghai.

Passengers arrived. Per Hongkong, from Haiphong, &c.-Messis Edmond, Jack and Batiste.

Per Poona, from London for Shanghai-Messrs. J. Coll, M. Smyth, W. R. Coleman, i J. McCate, W. Hamill, C. Maguire, M. Holly T. Kerrigan and J. J. Messett.

Per Tean, from Manila-Misses U. E. Jones, M. E. Coleman, Dr. and Mrs. Dell and child Messrs. J. J. Eaton, H. Hewett, Morton C Hela, Jas. W. Graham, Geo. E. Mercer, C. F. Mojee, Edwin Kerr, Ernest Yomel, W. M. Wooden, C. P. Trovias, L. Bulland, H. Dominck, Anastacio Quijano, Hilario Sorida 1. R. Eastman, H. M. P. Eastman, Lady Lawson, Rev. J. H. France, Messis, M. V. Fitzgerald, O. C. Lewis, Raymond, Dr. Hodway, Frank J. George, Capt. W. H. Wilson, Mrs. Wilson and 2 children, Mrs. Clare, Mr. L. Bockelmann, 52 Chinese, and 27 Japanese.

Fer Empire, from Australian Ports--Mr. and Mrs. J. H. Finlayson, Miss Finlayson, Mr. W. Firth, Mr. and Mrs. Buckley, S. F. Palmer, Capt. A. Darrien-Smith, Mr. and Mrs. C. Zeschemaker, Mr. and Mrs. W. Lovett, Miss Lovett, A. F. Craig, J. C. Barr, L. G. Johnson, F. H. Whitby, C. E. Rawlinson, Mr. and Mrs. W. King, Mr. and Mrs. J. W. Hill, A. Beattie, Mr. and Mrs. Wakford Cox and 2 children, J. F. Ainold, Mrs. M. Williams, N. H. Griffiths, and A. J. Drexel, Miss A. Fawcus, Mr. and Mrs. N. Denshan, Mr. and Mrs. Crosby, Miss Crosby, Messrs. at the food of the mast, which is fired whenever Jas Cuming, G. E. Cole, F. Jones, J. A. Flemming, Mr. and Mrs. J. W. Gillesple, Misses Lyon, K. Morits, H. Tallerman, P. Kleemo, Kleemo, B. E. Schitmer, C. B. Camm, E. J. Melhuish, C. J. Dashwood, M. A. Simon, Mrs. Condon, Miss Condon. Miss Harrison, Viscount de Montelao, J. T. Santos e Silva, J. R. da Conceicao J. E. P. da Trindade, Domingos de S. Baretto, P. J. A. da Silva Rozario, Mrs. D. M. Ade Montalrao e Silva and 3 children, Mrs. D. S. Canavarro, Mrs. D. Moura, F. Beamepaire, Mr. and Mrs. H. Conway and child, Mr. and Mrs. J. C. Platt and 2 children, F. P. Havier, A. Tarimba, F. P. Madeira, S. J. G. Madeira, F. C. Madeira, J. Augusto and Loppes Netto, F. Antonio, Mrs. Marcello Jose Benha Covei, Maria dos Nevis, Mr. Dang Chee Chow Chong, W. H. Chong, Mr. and Mrs. Pon Hin and 2 children, Phillip Soong, Chas Seong Long, 13 in the steerage and 126 Chinese.

#### Passengers departed.

Per Shawmut, for Moji, &c.-Messrs. K. Abe, M. Abe, J. Yagi, A. M. dos Santos, H. P. Hoskyn, Geo. K. H. Brutton, Mrs. Hall Wright, Messrs. H. Cameron, Y. Kashiwagi, Mrs. and Miss Scott and child, Miss Lichtenberg, Mr. and Mrs. Marquardt, Lieuts. Pressy and Baldwin, Major Mair, Capt. and Mrs. Loundes, Misses Beacombe, Foley and Gilman, Capt. Marshall, Misses Clark and McGes, Mrs. Lack and infant, Mrs. Stewart, Lieut, and Mrs. Soule, Mr. and Mrs. Squire, Capt. Armstrong, Mr. Weise, Misses McClellan and Cautfield, Messrs. Linpon, Lorentren, Leonhardt, Berzman, Perry, Fuller, Mr. and Mrs Beattie and infant, 18th April, 10.30 A.M. Messrs. McQuard Sycip and Cureton. Europe, &c., Indi

#### Shipping Report.

Str. Saint Helens from Cardiff:-Hurricane experienced in 21 S. 57 E.

Str. Empire from Australian Ports :- Experiencing fine weather round the coast with from 5'ly to E'ly winds; fine weather was met with between Port Darwin and Timor with smooth April, 3 P.M. seas, light airs and calms, the latter port being reached on 5th inst.; after leaving there variable winds, with smooth seas, and fine weather were encountered till reaching the Philippine Islands, where a moderate N'ly breeze set in till the ship reached Manila on the 11th; leaving there on 12th, light N'ly winds were met with and a smooth sea, including fine weather

#### across the China Sea to Hongkong. Hongkong & Whampoa Dock Returns.

at Kowleon Dock.

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Alexander

#### Vessels in Port. STRANDER.

Catherine Apcar, Br. s.s., 1,730, A. Stewart, 10th April,-Calcutta 25th Mar., Penang 31st, and Singapore 4th April, Gen .- D., S. & Co., Ld.

Dorwont, Br. s.s., 1,652, Jankins, 14th April,-Panorakan (Java) 4th April, Sugar and Nuts.—Man Fat & Co. Empress of India, Br. s.s., 3,032, O. P. Mar-shall, R.N.R., 11th April,—Vancouver, (B.C.) 20th Mar., and Shanghai 8th April, Mails

and Gen.-C. P. R. Co. Foo Shing, Br. s.s., 1,423, T. Arthur, 12th April,-Samarang 3rd April, Sugar and Cotton,-J., M. & Co. Glenosk, Br. s.s., 2,083, J. Rafferty, 13th April,

-Karatsu 7th April, Coal .- McG. Bro. & Glenlochy, Br. s.s. 2,097, E. J. Stallard, 13th April,-Singapore 7th April, Gen.-McG.

Haitan, Br. s.s., 1,183, J. S. Roach, 14th April, -Foochow 11th April, Amoy 12th, and Swatow 13th, Gen.-D., L. & Co. Lennox, Br. s.s., 2,361, F. McNair, 4th April,-

Bro. & Gow.

Karatsu (Japan) 31st Mar., Coal.-D. & Lootok, Ger. s.s., 1,020, G. Schultten, 13th April,-Bangkok 4th April, and Swatow

11th, Rice and Wood,-B. & S. Pollux, Nor s.s., 779, C. Svendsen, 13th April, -Rajang 6th April, Timber.-Order. Promise, Nor. s.s., 714, E. Thorstensen, 13th April,-Bangkok 5th April, Rice,-Chi-

Siberia, Am. s.s., 5,655, J. T. Smith, 10th -San Francisco and Mar., and Manila 8th April, Mails and Gen.-P. M. S. S. Co. Singora; Ger. s.s., 1,754, P. Hermeling, 11th April,--Bangkok 3rd April, Rice,-M. &c

Tartar, Br. s.s., 2,768, E. Beetham, R.N.R., 5th April,-Vancouver 7th Mar., and Shanghai and April, Gen.-C. P. R. Co.

Wongkoi, Ger. s.s., 1,115, W Reher, 11th April, -Bangkok 4th April, Rice.-B. & S. Wosang, Br. s.s., 1,076, M. S. Malkin, 14th April,-Canton 13th April, Gen.-J., M. &

SAILING VESSELS. A. G. Ropes, Am. ship, 2,302, D. H. Riners, 16th Mar.,-Philadelphia 16th Oct., 1904, Case Oil.—S. O. Co.

Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th Jan. -- New York 7th Aug., 1904, Petroleum. -S. O. Co. S. P. Hitchcock, Am. ship, 2,086, E. V. Gates,

22nd Mar., -from New York, Oil and Wax. -5, O, Co. West York, Br. bq, 720, W. J. L. Fosta, 13th April,-Newcattle 15th Jan., Coal.-E. A.

#### Steamers Expected.

	· Vessels	From	Agents	Itue		
6 <sub>(*</sub>	Baroise	Singapore	B. & S. 👊	April 10		
- P.	Ponkin	Japan Singapore . Singapore .	M. M. & Co M. M	April 17 April 18 April 18		
8, (	Tjipanas	Kobe Japan Singapore.	C. J. J. L. P. M. Co H. A. L	April 18 April 19 April 21		
CHA.	Emp. of Japan.	New York.	S., T. & Co	April 2		
5, lu	•			-		

#### Ships Passed The Canal.

Outward-25th March-Claverburn, Dumbea, 28th March-Diomed, Bantu, Prometheus, Senegambia. 1st April-Arcadia, Calchas, Yunnan. 4th April-Alesia, Benmohr, C. Ferd. Lacisz, Dublghshire, Nippon, Room, Salsuma, Socotro, Agincourt, Monkscaton, Wik, Transit, 7th April-Ernest Simons, Verona. 8th April-Baralong, St. Egbert. Indian Monarch. 11th April - Charles, Trave. Tiberghien, Kintuck, Athens, Wethon, Safang. 15th April - Menelaus, Ningchow, Palermo, Alminere, Sultaur,

Homeward-28th March-Ajax, Glenlogan, Ras Issa, 1st April-Caledonien, Deucalion, Formosa, Prinzen Alice. 11th April-St. Hugo. 15th April-Japan. Arrivals at Home---- 25th March-Hima-

laya, 28th March-Glaucus. 31st March-Java. 1st April-Gaelic, Ambria, Croydon, China, Sachsen. 4th April-Ajax. 8th April -Ghazee, Caledonien. 11th April-Idomeneus. 15th April-Bucenlaur.

#### 4 Mail will close for :-

Macao-Per Wingchal, 16th April, 8 A.M. Canton-Per Fatsham, 16th April, 9 A.M. Namtao-Per Taichun, 16th April, 9 A.M. Sanbue-Per Hoi Fu, 16th April, 9 A.M. Swatow-Per Hallan, 16th April, 9 A.M. Singapore, Penang and Colombo - Per Barotse, 16th April, 9 A.M. Quang-chow-wan-Per Hailan, 16th April

Europe, &c. India, via Tuticorin-Per Simia, 22nd April, 11 A.M. Macao-Per Hiungshan, 22nd April, 12.15 A.M Manila, Zamboangar, Port Darwin, Thursday Island, Cooktown, Cairne, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melboume, Adelaide and Perth-Per Talyuan, 22nd April, 3 P.M.

Tientsin-Per Wesang, 22nd April, 3 P.M. Shanghai-Per Hinsang, 22nd April, 3 P.M. Cebu-Per Taming, 24th April, 3 P.M. Ilollo-Per Providence, 24th April, 3 P.M. Singapore, Pening and Calcutta -- Pe Namiang, 25th April, 2 P.M. Iloilo-Per Sungitang, 25th April, 3 P.M.

Kobe-Per Tsinan, 25th April, 3 P.M. Cheloo and Tientsin-Per Ransu, 25th Birbeck, R. J. April 3 P.M. Shinghai, Nagasaki, Kobe, Yokohama Victoria and Vancouver, (B.C.)-Per Tartar 26th April, Es A.M. Frederich, Wilhelmshafen, Herbertshohe,

Matupi, Brisbane, Sydney and Melbourne-Per Print Wildemar, and May, to A.M. Europe, &c., India, via Tuticorin-Per Armand Behic, 2nd May, 11 A.M. Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth-Per Empire, 6th May,

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Buck, Hart Macao will be closed at 8 a.m., and that for Bray, Countand Coun-Canton at Q a.m. Mails for Namtao, Sanbue, Kongmoon,

Bryant, Mr. and Mrs. Perkins, Mr. and Mrs. Kumchuk, Samshul, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m. No mail will be closed for Canton on Saturday evening.

#### TO-MORROW. Sunday Next before Easter. St. Peter's Seamen's Church.

Queen's Road, West. Morning Prayer II a.m., Venite, Cooke; Te Deum, Lawes; Jubilate, Hawes; Hymns, 115, Davies, Mrs. J. T. 116, 196 and 131. Holy Communion 12.15 p.m.

Evening Prayer, 6,30 p.m., Magnificat, Goss; Nune Dimittie, Rombault; Hymns, 113, 280, 110 and 13.

The Church launch Dayspring will call on ships carrying white crews to bring friends Emerson, A. ashere to the services between 9.15 and 10.30 Felvus, C. P. a.m., and between 5.15 and 6 p.m., (Kowloon Police Pier, 10.30 and 6 p.m.): returning afterwards. The Answering Pennant is the Call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided.

Sunday school to to 10.45 a.m. Roman Catholic Cathedral: -- Mass at 6 a.m., . . 7 a.m., 8 a.m., and 9.30 a.m. Benediction, Grear, T.

5.30 p.m. German Bethesda Chapel, West Point: Hancock, Miss Morning Service, 11 a.m. St. Francis' Church, Wanchai :- Mass (Chin.) 6 a.m., (Port.), 7.30 a.m. Benediction,

5 p.m. St. Joseph's Church, Garden Road:-Morning Service (English), 9 a.m. Bt. Anthony's Chapel, West Point:-Mass. Hopper, J.

Union Church:-Services, 11 a.m., and 6 p.m. St. John's Cathedral, Hongkong

Davies, F. O. Davis, Mr. & Mrs. L. P. Robson, F. T. Rutherford, N. H. Scott, A. S. Dencon, F. B. Scott, Mr. & Mrs. J. G. Douglas, Capt. & Mrs. J. Downing, Mr. and Mrs. Seybott, Mr. and Mrs. Sickel, Mr. and Mrs. Easton, W. Edwards, G. H. Smyth, Mr. and Mrs. F. Skott, C. SnowdonM, rs. F. Fisher, H. G. Sollers, Mr. and Mrs. Franceries, M. E. M. Fuqua, S.O. Somerville, Geo. Gavin, D. Soper, C. H. Glover, C. Squire, C. H. Grant, A. W. Staples, P. W. Gray, H. C. Stein, A. L. Thornborrow, J. Hall, Capt. T. Trimnell, W. D. Varchmin, Consul von Hankohl, C. H. Ward, A. S. Hanron, J. Weaver, Q. W. Harding, R. Hardy, Mrs. C. S. Wemyss, J. L. White, Mr. and Mrs. Brown, Geo. Hart, J. F. Hayes, Miss.E, L. Woolmer, Mr. and Mrs. Hoffmann, A. Hurst, R.N., Engineer- Wrench, R. F. . Yates, Mrs. Innes, Capt. R.

VISITORS AT THE HOTELS.

Aitken, Mrs.

Baker, G. P.

Baker, Mrs.

Benedict, C. S.

Bissell, W. S.

and infant

Bonner, E. A.

Bonnet, F.

Bornaud, M.

and child

Bray, Dr. W. V.

Chalmus, G.

Clark, W. G.

Cunningham, G.

Daland, W. A.

Clark, T.

Clark, Hon. Dr. Francis

Biair, D. K.

Bingham, Mr. & Mrs

Bleckynden, Mr. and

Boggan, Mr. and Mrs.

T. E. and child

Hongkong.

Jones, G.

Karcher, Q.

Kempf, H. H.

Knowles, J. T.

Lewis, A. R.

Lind, H. E.

Lombard, I.

Lamont, W.A.

Lindbergh, Capt.

Marriott, Dr. O.

McArau, T. P.

Moir, R.N., Mrs. W. M

Oliver, Mr. and Mrs.

Pocklington, Mrs. E

Ranney, Mrs. F. O.

Robertson, W. R.

Roach, Mrs. J. S. and

Merry, W. T.

Miller, P. L.

Moses, A. C.

Newman, G.

Oliver, E. W.

Parfitt. W.

Pattie, Mrs. J. A.

and 2 maids

Poniof, A. St.

Potts, W. H.

Borthwick, Mrs. R. W. Moon, Mr. & Mrs. E. M

Bowie, Mr. and Mrs. Newington, A. G.

Clarke, Mr. and Mrs. Ranney, F. O.

OCCIDENTAL. Mrs. and Lowe, Mr. and Mrs. J. Andre As. C. and daughter · family Marchant, Capt, and Chandler, Lieut, Fisher, Mr. Karcher, Mrs. and Miss Moser, E. Gamell, Mrs. H. Mueller, Mr. & Mrs. K. Gerard, Capt. J. C. Munro, Miss A. Hellen, Dr. v. d. Nanpel, E. Hollinger, Dr. Le Pan, Mr. and Mrs. Nanpel, H. Hurly, Major M. R. Schick, O. F. Kent, Dr. F. Kerchoven, Mrs. and Schlackler, Mrs. Capt. Williams, Mrs. G. W. daughter Windhorst, L. Winkelmann, Mr. Krubbe, Capt. Marston, Mr. d Mrs Loisner, Mr. and Mrs. Winter, J. R. CRAIGIEBURN. Smith, E. Grant Burnett, H. J. O.

Smith, Mr. and Mrs. Dann, G. H. Grant . Franklin, G. Smith, H. Percy Gukell, Mr. and Mrs. Webb, Mr. and Mrs. Morrell, G. E. Montague Nicholls, E. A. Riadore, R.N., Lieut. Woodward, Mr. & Mrs. Commander & Mrs. and children and children

PEAK. Louder, Mr. Aucott, E. F. Atkinson, R. D. Martin, R. Moxon, Mr. and Mrs Beattie, J. M. Herbert Bentwick, Capt. and Muelle, J. Oliver, Mr. and Mrs. Mrs. and children Bunney, Col. and Mrs. Ollis, F. B. F. W. and children O'Noil, J. L. Hough Chichester, Major and Painter, Maj. and Mrs. Parker, R.N., A. R. Mrs. A. A. Parker, Mrs. Courtney, G. Parry, Major Dixon, Mr. Paxton, Capt. H. W. Dymock, Lieut, A. Phillips, Major Fitzwilliams, Capt. Pollock, K.C., Mr. Gales, Capt. Rymer, Mr. and Mrs. Grant, A. R. Gröne: Dr. and Mrs. Sawer, Mrs. Hallingworth, Mr. and Sinelair, A. Smith, C. W. Harker, B. Brotherton Smith, A. Findlay Smith, Mr. and Mrs. Steen, Mr.

Hassan, Mr. and Mrs. Spalckbaver, W. O. C. Haynes, Col. Hazeland, F. A. Helsgaun, A. Stokes, Mr. Hett, Mr. and Mrs. Story, Mr. Thomson, Mr. & Mrs. F. Taget Holborow, Mr. Uffel, W. von Hudig, D. Vandin, Gordon Jeffries, H. U. Joseph, Mr. and Mrs. Watkins, R.E., Capt. Josling, Major C. L. and Mrs. Kaye; Major and Mrs. White, Dr. and Mrs. KOWLOON. and Mrs. Mackay

Lang, Mr. Buxton, Lady H. Mitchell, Mr. Carrick, Mr. and Mrs. Stevenson, Lt.-Comdr. and Mrs. Dingman, Mr. and Mrs. Tuke, Capt. and Mrs. Watson, Mr. and Mrs. Lewis Eustace, Bert. Heriot, R.M.L.I., Capt.

MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	Tons.	Guns.	1.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity Albion Andromeda Astraea Bonaventure Centurion Cherob  Disdem  Fame Glory Handy Hart Hecla Hogue Humber Iphigenia Janus Kinsha Moorhen Ocean Otter Rambler Robin Sandpiper Sirius Snipe Taku Sutlej Tamar Teal Thetis Vengeance Virago Waterwitch Whiting Woodcock	despatch-vessei battleship, 1st class cruiser, 2nd class cruiser, 2nd class cruiser, 2nd class battleship, 1st class water tank and tug cruiser, 1 class torpedo boat destroyer battleship, 1st class torpedo boat destroyer special service torpedo-v cruiser, 1st class storeship cruiser, 2nd class torpedo boat destroyer river gunboat river gunboat river gunboat river gunboat river gunboat cruiser, 2nd class river gunboat river gunboat river gunboat cruiser, 2nd class river gunboat cruiser, 1st class receiving ship river gunboat cruiser, 1st class receiving ship river gunboat cruiser, 2nd class receiving ship	1,700 12,950 11,000 4,360 10,500 11,000 12,950 12,000 1,640 3,600 12,950 12,950 12,950 12,950 12,950 12,950 12,950 12,950 12,950 12,950	40000011 6 6066 14   8648666 1 18666 1 18666 1 18666 1 18666 1 18	3,000 13,500 7,000 13,000 13,000 16,500 13,500 4,000 2,400 21,000 13,500 6,500 13,500 6,500 240 7,000 240 7,000 240 7,000 240 7,000 240 7,000 240 7,000 250 250 250 250 250 250 250	Commander Harbord Captain Sydney R. Fremantle Captain R. Nelson Ommanney Captain Lionel G. Tufnell Captain H. H. Torlesse Captain Fegan Captain Fegan Captain Hon. Stopford Reserve LieutCommander Richards Captain E. F. B. Charlton Captain Shortland Lieut. P. M. Riadore Captain William B. Fawckner Reserve LieutCommander E. V. F. R. Dugmore LieutCommander F. B. Noble Captain T. G. Greet Reserve Commander C. E. Monro LieutCommander H. T. Atlay Captain C. H. H. Moore LieutCommander Davidson Reserve Captain W. L. Grant Commodore Dicken LieutCommander E. Becretan Captain J. A. C. Wilkinson Captain Leslie Stuart, C. M. G. LieutCommander R. W. Glennie Commander R. W. Glennie LieutCommander C. E. L. Thomas LieutCommander Jnc. F. Knox	en route to relieve Amphitrite Hongkong Hongkong Hongkong Hongkong Hongkong Hongkong Hongkong Singapore Hongkong Yangtare Jest River Hongkong West River West River West River Shanghai Yangtare Hongkong Singapore Hongkong Singapore Hongkong Hongkong Hongkong Hongkong Yangtare Jangtare Hongkong Hongkong Yangtare Hongkong Yangtare Jongkong Hongkong Hongkong Hongkong Hongkong Hongkong Hongkong Hongkong Hongkong Hongkong
Woodlark	river gunboat	150		550		

\* Flag of Admiral Sir Gerard U. Noel Commander-in-Chief.
\* Flag of Rear-Admiral the Hon A G. Curron-Howe, C.L., C.M.C.

Quang-chow-wan—Per Hailan, 16th April,	FRENCH MEN-OF-WAR ON THE CHINA STATION.										
g A.M.		1 1 1 1 1									
Kongmoon and Kumchuck—Per Hongkong,						Carrier No. 180 OPPICEDS	LAST REPORTED AT				
16th April, 9 A.M.	NAME.	FLAG AND DESCRIPTION.	Tons.	GUNS.	н. Р.	COMMANDING OFFICERS.					
Macao-Per Wingchai, 17th April, 7.30 A.M.	1.4 State Line										
Haiphong-Per Hongkong, 17th April, 9 A.M.											
Macao-Per Heungshan, 17th April, 1.15 P.M.			* **	10	1,700	Lieut. Ferret	Saigon				
Shanghai-Per Fooshing, 17th April, 3 P.M.	Achéron	armoured gunboat	1,796	1	500	Lieut. Jeannel	Capton				
Kongmoon, Kumchuk, Shuihing and Tak-	Argus	river gunboat	123	- E	150	-	Trainmong ,				
bing-Per Linian, 17th April, 3 P.M.	Avalanche	river unboat	140	121	150		Salgon				
Macao-Per Wingchal, 18th April, 7.30 A.M.	Baionnette	river gunboat			150	Lieut. Hue	Saigon				
Baigon-Per Lauries, 18th April, 10 A.M.	Caronade	river gunboat	. T40	E	110	•	Saigun				
. Shanghai, Nagasaki, Kobe, Yokohama,	Casse-tête	river gunboat	140	1 7	150 438	Lieut, Merveilleux du Vignaux	. Gulf of Blam				
Honolulu and San Francisco-Per Siberia,	Comète	gunboat	525	21	9,500	Captain Allaire	Bare cwrong				
18th April, 10.30 A.M.	D'Assas	armoured cruiser	4,000	10	1,000	Lieutenant L'Eost ,	K-Wath-coow-water				
-Europe, &c., India, via Tuticorin-Per	Décidée			14	5,500	Commander Amet	1) Date a wrong				
Tonkin, 18th April, 11 A.M.	Descartes	cruiser	3,985		313	Lieut. Mère :	Limbuona				
Swatow, Amoy and Tamsui-Per Haimun,	Estoc			7	6,300	Lieut Cotoni	Haiphong				
t8th April, I P.N.	Francisque	destroyer	303		303	Lieut. Jehenne	" Livibuons				
Macao-Per Heungshan, 18th April, 1.15 P.M.			. 350		-		Saigon				
Singapore, Penang and Calcutta - Per	Guichen †		0 206	7	20,200	Capt. Ridoux	Baie d'Along				
Catherine Apear, 18th April, 2 P.u.	Gueydon			_	_	Lieut. Portier					
Manila-Per Tean, 18th April, 3 P.M.	Henri Rivière	river gunboat	200	6	308	Lieut. Corlouer	Haiphong				
Ningpo and Shanghai-Per Taiwan, 18th	[acquin	river gunboat	307		4 300	Commander Sagot-Duvauroux	Haiphong Chemulpo & S'hai				
April, 3 P.M.	avelino	destroyer	1,250	7	2,200	Commander Simon	Chemmoo or 3 had				
Batavia, Sammang, Sourabaya and Macassar		cruiser			:	Armbruster	Saigon				
-Per Tjipanai, 19th April, 10 A.M.	Lynx		0.700	12	19,600	Capt. 7 avel					
Shanghai, Nagasaki, Kobe, Yokohama,	Montcalm*		207	7	6,300	Lieut, rat	. Salgon				
Victoria and Vancouver, B.C Per Empress of	Mousquet	destroyer				Lieut. Greiller					
India, 19th April, 11 A.M.	Olty			-	· -	Lieut. Lavissière	Tongku				
Macao-Per Heungsham, 19th April, 1.15 P.M.	Peiho in		004	. 7	6,300	Lieut. de Reinach-Werth	1º Caires				
Shanghai-Per Hangsang, 19th April, 3 P.M.	Pistolet			-		Lieut, Glorieux	Saigon				
Macao-P. Heungshan, 20th April, 2.15 P.M.	Protee		) = D.427	8	6,071	Commodre C. P. M. Poldlotte					
Kongmoon, Kumchuk, Shiuhingand Tekhing	Kadoutable	destroyer	(A)			Lieut, Lebil					
-Per Sanul, 20th April, 3 P.M.	Babro	armaneed cumbout	1,796	IO.	1,700	Capt. Dupriez	Baie d'Along				
Macao-Per Houngsham, 21st April, 12.15 A.M.	1 (A Th	nemotived cytlight		38	.20,000	Capt. Guiberteau	Daladialong				
Manila-Per Loongsang, 21st April, 3 P.M	Sully		620	2	900	Lieut. Roque	Upper Yangtee				
Amoy and Mania-Per Rubi, 21st April,	Surprise				3		Caiwan				
J.M. Parana Per India and Tulicania-Per	Takiang	Jackson	750	, 6	<u> </u>	Capt. Terquem in	Saigon				
Europe, &c., India, via Tuticorin-Per	4 - 4	Lesselankin vacarra	1	23	4,560	The state of the s	Conton				
Simia, 22nd April, 11 A.M.	Vauban	comboat			500	Lieut Brugnon	Canton				
Macao - Per Heungshan, 22nd April, 12.15 A.M.	Vigilants	147-E		1							

Flagship of Vice-Admiral Bayle, Commander-in-Chief.
Flagship of Rear-Admiral de Fauque de Jonquières, Secend-In-Commande

#### Mails.

### MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA. COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX,

MEDITERRANEAN AND BLACK SEA PORTS.

#### The S.S. "TONKIN,"

MARSEILLES on TUESDAY, the 18th April, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows :-S.S. ARMAND BEHIC ... 2nd May. S.S. DUMBEA.....16th May.

S.S. ERNEST SIMONS ... 30th May. G. DE CHAMPEAUX,

Agent. Hongkong, 6th April, 1905.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, 51) ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, Persian Gulf, Continental, Ameri-CAN and SOUTH AFRICAN PORTS.)

#### THE Steamship

"SIMLA," Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 22nd at Noon, taking Passengers and Oargo for the above Ports in connection with the Company's S.S. Moldavia, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hong-

kong, Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Mace-donia, due in London on the 4th June.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to

L. S. LEWIS, Acting Superintendent. [2

Hongkong, 8th April, 1905.

#### NORTHERN PACIFIC LINE.

#### BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR - VICTORIA, B.C., AND TACOMA,

VIA MOII, KOBE AND YOKOHAMA

Steamers.	Tons.	Captains.	Sailing.		
Tremont Lyra‡ Shawmut	9,606 4,417 9,606	T. W. Garlick G. V. Williams E. V. Roberts	At.April25		
;	‡ C	l argo only.	l		

The largest, steadiest, and most comfortable steamer for Manila.

Lyra ....... 4,417 G. V. Williams At. May 3

FOR MANILA.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo

For further Information, apply to DODWELL & CO., LIMITED, General Agents,

Hongkong, 14th April, 1905.

BOO CHEONG,

Queen's Buildings.

carried in cold storage.

STATIONER AND PAPER MERCHANT, No. 20, Pottinger Street.

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FOR SALE.

ONE 21-foot TRUSTCOTT MOTOR
BOAT, handsomely finished, fitted with
Cushions, Awning, &c. A brand new 31 Horse
Power Motor never been used for more than
test trials, everything in excellent condition, speed 9 miles.

Apply to-

ORIENTAL CONSTRUCTION CO., Alexandra Buildings.

Hongkong, 13th April, 1905.

GREEN ISLAND CEMENT COMPANY, LIMITED,

#### PORTLAND CEMENT.

Captain Charbonnel, will be despatched for \$4.50 per Cask 375 lbs. net ex Factory. \$2.70 per Bag 250 ibs. net ex Factory. SHEWAN, TOMES & Co., General Managers.

Hongkong, 7th March, 1905.

#### TUBORG BEER.

FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bettles (quarts) or 6 doz. pints. Special Prices for Quantities.

Sole Agents :-SIEMSSEN & CO. Hongkong, 10th January, 1903.

#### HERMANOS.

DIAMOND MERCHANTS, JEWEL-LERS AND WATCHMAKERS.

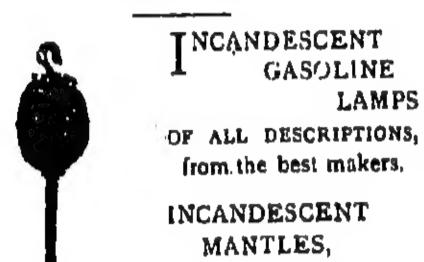
#### EASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEENS ROAD, Watson's Building.

#### FOR SALE.



CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS

at the most moderate prices. Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock. TAI KWONG CO..

56, Lyndhurst Terrace. Hongkong, 2nd May, 1904.

#### TSANG FOO & CO., COAL MERCHANTS AND STEVEDORES, 48, DES VŒUX ROAD.

C HIPS Coaled from alongside at the shortest notice, and with all possible despatch. Prices Moderate. Telephone No. 329. Hangkong, 1st October, 1904

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BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIPON TERRACE. FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CON-NAUGHT ROAD (near BLAKE PIER). GODOWNS: PRAYA EAST.

Apply to-THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD.

TO LET.

Hongkong, 30th March, 1905.

Hongkong, 26th March, 1904.

NO. I, STEWART TERRACE,
THE PEAK.

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### Dentistry.

THE AMERICAN SYSTEM

PENTISTRY.

M. H. CHAUN, D. D. S. 37, DES VŒUX ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A. Hongkong, 4th June, 1904

#### TBIN TING.

LATEST METHODS OF DENTISTRY. STUDIO AT No. 14, D'AGUILAR STREET. REASONABLE FRES.

[66

Consultation Free. Hongkong, joth July, 1904.

### SHARE QUOTATIONS.

	Supplied by Messrs. BENJA	amin, Kel	LY & POT	rts. Co	rrected to noon;	later alterations	given urder "Commercial Intelligence," pa	ıga 5.	
th so	STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PE	AT WORKING	DAST DIVIDEND.	APROXIMATE BETURN AT PRESENT QUOTATION,	CLOSING QUOTATIONS.
)	BANKS.  Hongkong & Shanghai Banking Corporation		\$125	\$125	{	i.	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$25:46 for second half-year 1904	<b>! 1</b> %	{\$780 sales London ∠80
69	National Bank of China, Limited	99,925	£7 .	L7	\$175,533	\$21,668	\$2 (London 3/6) for 1903	51 %	<b>\$</b> 37
Υ,	Canton Insurance Office, Limited	10,000	; \$250	; <b>\$</b> 50 °	{ \$1,400,000} { \$1,739} { \$950,000}	\$150,494	\$17 for 1903	61 %	\$285 buyers
	China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,992 ( \$362,366 ( \$371,445)	Nil.	\$41 for year ended 30.4.1904	71 %	\$58 sales
y,	North China Insurance Company, Limited	10,000	£15	€ £5	( \$1,850,000)	Tls. 217,119	Final of 10/- making £t for 1903	8 %	Tls. 95 sollers
,	Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$372,749 \$372,749 \$893 110 \$846,773	\$2,078,997	\$35 for 1903	5 1%	<b>\$7</b> co
50 	Yangtsze Insurance Association, Limited	1971	\$100	\$60	\$700,000 \$37,794 \$1,000,000	\$486,284	\$12 and \$3 special dividend for 1903		\$155 buyers
	China Fire Insurance Company, Limited		\$100 \$250	\$50 \$50	\$125,675 } \$2,561 } \$1,200,505	\$329,047 \$360,372	\$6 dividend & \$1 bonus for 1903		\$86 sellers \$307 }
R d,	SHIPPING, TUG AND CARGO ROATS. China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,coo \$ \$185,ooo}	\$8,832	Sr for 1904		\$21 sales
)	Douglas Steamship Company, Limited	' '	\$50 \$15	\$15	\$85,439 } \$250,000 } \$600,000	\$26,160	\$2 for second half-year 1904		\$35 sales \$26] sales
	Indo-China Steam Navigation Company, Limited	3.	Lio	£10	(\$158,444)	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	ele	\$121 bûyers
?	Shanghai Tug and Lighter Company, Limited  Do. (Proference)	100,000}		Tits. 50	Tis.	Tls. 43.762	Tis. 2) fi al making Tis. 4) for 1904 }	84 % 74 %	Tis. 531 salas Tis. 47 buyers
	"Shell "Transport and Trading Company, Limited "Star" Ferry Company, Limited	£ 10,000	\$10	510	\$60,000 }	£58,852	Interim of 1/- (Coupon No. 5) for 1904  \$1.80 & b. 40 cts } for year ending 30.4.0.  \$50.90 & b. 20 cts.}	5 %	\$371 \$281
,. I	Straits Steamship Company, Limited		2100	\$100	\$15,093 } \$400,000 } \$ 21,075 }	\$21,231	\$10 for 1904	1	\$125 sales
- 1	Taku Tug and Lighter Company, Limited	¥	T.Tla.50	T.Tis. 50	\$130,153   { Tls. 126,000 } Tls. 276,679 }				Tis, 30 sellers
	REFINERIES. China Sugar Refining Company, Limited Luzon Sugar Refining Company, Limited	7,000	\$100 \$100	\$100 \$100	\$450,000 none	\$42,812 Dr. \$85,987	Final of \$15 making \$20 for 1904	4 24	\$220 sales \$27 buyers
"	Perak Sugar Cultivation Company, Limited	7,000	£1	Tis. 50	Tis. 100,000 £40,000	Tis, 1,635 £7,820	No. 3 of 1/6	47 %	Tis. 75 buyers
_	Oriental Consolidated Mining Company, Limited Raub Australian Gold Mining Company, Limited {	50,000 150,000 50,000	G \$10 £1 £1	G, \$10 18/10 £1	£4.873	G \$672,093 Dr. £4,029	50 cents making G. \$1 for 1904	54 %	G \$17 sales .
- 1	Société Française des Charbonnages du Tonkin DOCKS, WHARVES & GODOWNS.		Fcs. 250	Fcs. 250 \$25	{Fcs, 251,337} Fcs, 1,529,652}	2 Cs. 65,760	Final of Fcs. 25 making Fcs. 55 for 1903.		\$490 \$35
	Geo. Fenwick & Co., Limited	40,000	\$50	\$50	\$70,000 \$58,473 \$10,000 \$300,000	\$8,577 \$29,422	Final of \$2\frac{1}{2} making \$5 for 1904	4	\$107 sales
- 1	Hongkong and Whampoa Dock Company, Ld		<b>\$</b> 50	<b>\$</b> 50	\$250,000	\$498 <sub>1</sub> 289	\$6 dividend and \$1 bonus for and half-}	61 %	\$203 buyers
- 1	Howarth Erskine, Limited  New Amoy Dock Company, Limited  Riley Hargreaves & Co., Limited	6.000	\$100	\$100 \$6 <del>‡</del>	\$60,000 \$55,500	\$489	\$10 div. & \$5 banus for year end, 30/6/04 \$14 for 1903	1 64 %	\$250 buyers \$22 sellers
	Do. (Preference)	2,750) 55,200	\$100 Tls. 100	\$100 Tls. 100	\$150,000 Tis, 900,000	\$40,936 Tls. 48,153	{Sto div. and \$2} bonus for 1903	8 %	\$130 buyers \$1112 Tls. 156
·1	Shanghai and Hongkew Wharf Company	37,000	Tls. 100 - \$100	\$100	Tis. 487,210 } Tis. 59,880 } \$2,100,000	\$206,645	Final of Tls. 6 making Tls. 10 for 1904  \$20 for 2nd half year making \$26 for 1904	6 % 7  %	Tis. 185 \$350 buyers
	LANDS, HOTELS & BUILDING.  Astor House Hotel Company, Limited (Shanghai)  Astor House Hotel, Limited (Tientsin)	30,000	Tis. 100	\$25	Tls. 17,500 none Tls. 41,000	Tis. 2,762 \$9,989	Tis. 18 for 1904	8 %	Tis. 187 sales
- [	Hongkong Hotel Company, Limited		T.Tls. (n \$50	T.Tls. 50	\$100,000}	Tls. 655 \$3,554	S5 forsecond half-year making \$10 for 190		Tis. 150 seilers \$140 buyers
	Hongkong Land Investment and Agency Co., Ld Hotel des Colonies Company, Limited (Shanghai)	9,000	\$100 Tls, 25	\$100 Tis. 25	\$250,000 Tis, 13,986	\$37.875 Tis. 680	Final of \$6 making \$12 for 1904	9} %	\$129 salters Tis, 21 buyers
"	Humphreys Estate & Finance Company, Limited Kowloon Land and Building Company, Limited	150,000	\$10 \$50	\$10 \$30	\$200,994 } \$50,000 } none		90 cents for 1904	71 %	\$12.40 buyers \$39 buyers
- 1	Shanghai Land Investment Company, Limited Tientsin Hotel des Colonies, Limited		Tls. 50	Tis: 50	{ Tis. 828,813 } Tis. 170,000 }	Tls. 40,066	{Tis. 3 final and Tis. 2 bonus making}	77 %	Tis. 115 sales
-	Tientsin Land Investment Company, Limited	7,720	Tis. 50 Tis. 100 Tis. 25	(3)	none Tls. 67,300 none	Tis. 670 Tis. 725 Tis. 5,150	Final of Tls. 4 making Tls. 7 for 1904	58 %	Tis. 47 Tis. 1272 Tis. 12 buyers
,	West Point Building Company, Limited	12,500	\$50	\$50 Tis, 50	none	\$1,247 Tls. 11,655	None Final of \$1.70 making \$3.20 for 1904  Tls. 4 for year ended 31.10.1903	54 %	S55 sellers Tis. 40 sellers
1	Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none  Tls. 50,000 }	\$22,862	50 cents for the year ending 31.7.04	3 %	\$16) buyers
-	Laou-kung-mow Cotton Spinning & Weaving Co., Ld. Soy Chee Cotton Spinning Company, Limited	8,000	Tis, 75 Tis, 100 Tis, 500	Tis. 75	Tis. 35,227 } none Tis. 8,115	Tls. 13,629 Tls. 10,000 Tls. 22,050	Interim of 3 % a/c 1898 Interim of 4 % a/c 1898 on 6,000 shares	***	Tis. 38 sales Tis. 40 sales Tis. 150
	CIGARS AND TOBACCO COS.  Alhambra, Limited	300 67,500	Conn	\$200 \$10	\$779	nil	\$125 for year ending 30.6.1900	***	\$100 \$9  sellers
1	Shanghai-Sumatra Tobacco Company, Limited MISCELLANEOUS.		all all a	TIs, 20	Tls. 24,820 } Tls. 25,000 } \$250,000 }	Tls. 1,091	Final of Tls. 6 making Tls. 9	131 %	Tis, 68 sales
ا ا	A. S. Watson & Co., Limited  Anglo-German Brewing Company, Limited  Bell's Aspestos Eastern Agency, Limited	90,000 4,000 8,604	\$100	\$100 \$100	\$25,000 } none none	\$2,883	Interim of 50 cents for 1904		Sig buyers
' I	Campbell, Moore & Co., Limited	1,200 6,000 123	\$10 \$10 \$15	\$10 \$10	\$8,000	£161-1 \$1,182 51,252	6d. per share for 1903	81 %	\$30 \$21 sellers
	China-Borneo Company, Limited	24,000 60,000	\$15 \$12	\$71 S	none Tls. 30,000	\$1,253 Nil. Tls. 218	Preferential of 7 per cent for 1904	7 % 44 %	\$100 \$8 tales \$14} Tie. 6c
•	China Light and Power Company, Limited	30,000 100,000 25,000	TIS. 50 \$10 \$10 \$21	\$10 \$10 \$10	none \$8,0000	Tls. 718 \$3,739 \$1,581	None	91 %	Tis, 05 fro \$94 Stal buyers
	E. L. Mondon, Limited Fraser and Neave, Limited Green Island Cement Company, Limited	4,500	550	\$6 Cls. 50 \$50	\$112,500	Dr. Tis. 153,318 \$2,706	Tls. 5 for 1902	0, %	5174 buyers Tls. 25 sales 590 buyers
	Hall & Holtz, Limited	50,000 21,000	\$10 \$10 \$20	\$10 \$5 \$20	\$400,000 } \$25,000 } \$186,000	\$95,054 \$7,551	\$2 for 1904	71 %	\$27 sales \$17 sales \$23 ex div.
	Hongkong & China Gas Company, Limited	7,000 30,000 30,000	£10	£10	£23,109 } £3,000 } none	£7,625 \$1,747	£1 div. and 2/- bonus for 1903	6 %	\$160 buyers \$17\frac{1}{2} sales
	Hongkong High-Level Tramways Company, Ld Hongkong Ice Company, Limited Hongkong Rope Manufacturing Company, Ld	1,250 5,000 10,000	\$100 \$100 \$25 \$50	\$100 \$25 \$50	\$50,000 \$60,000 \$60,000	\$2,796 \$5,356	\$15 for year ending 30.11.1904	7 %	\$11 buyers \$200 buyers \$245 \$145
	Hongkong Steam Waterboat Company, Limited	15,000 10,000	\$100 \$100	\$100 \$100	\$2,500 \$475,000	\$11,137 \$299 \$3,400	Final of 70 cts. and 50 cts. bonus making }  St. co for the year ended 30.9.04	10 %	\$18) sellers \$135 buyers
,	Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100 Gs. 100	\$100	none Tls. 528,210} Tls. 19,465}	\$21,582 Tls. 35,849	Interim of \$5	8 %	\$135 buyers Tls. 240
	Maynard and Company, Limited	3,400 4,000	\$10 \$50	\$10 \$50	none \$5,000	\$832	\$2 for year ended 31.10.1904	9 %	\$23. \$55 sales
	Shanghai & Hongkong Dyeing and Cleaning Co., Ld. Shanghai Gas Company, Limited	16,000	\$50 Tls. 50	\$50 °	None Tis. 145,000 } Tis. 108,172 }	Dr. \$5,537 Tls. 8,011	None	71 %	\$50 Tis. 112 sales
	Shanghai Horse Bazaar Company, Limited	5,400 4,500 7,200	Tis. 50 7 Tis. 100 7	714. 50 714. 100	Tis. 100,1723 Tis. 45,000 Tis. 25,000 Tis. 140,000	Tls. 10,247 Tls. 6,968	Tls. 5 for 1903 Final of Tls. 8 making Tls. 14 for 1904 Final of 37/6 making 52/6 for 1904	51 %	Tis. 88 sales Tis. 155 sales. Tis. 410
	Singapore Dispensary, Limited South China Morning Post, Limited Steam Laundry Company, Limited	600 6,000 5,000	\$50 \$25 \$ 5	\$50 \$25 \$ 5	\$20,000 none	Tis. 7,369 \$1,769 Dr. \$39,020	\$6\frac{1}{27} for year ended 31.7.1904	8 %	\$80 \$23 sales
7	Straits Ice Company, Limited	2,000	\$ 5	\$ 35 \$ 35 \$ 100	\$25,000 \$750,000 }	\$3,644 \$700	Sto for second helf year 1904  (St div. and 35 cents bonus for half year)	131 %	\$7 buyers \$41 buyers \$150 sales
	Straits Trading Company, Limited	250,000 2,941 2,000	\$10 Tls. 100 TTL 100	\$10 Cls. 100	\$50,000 } none Tls. 15,259	Tis. 2,025	ended 30,0.1904	611 %	\$42 sales T.Tls, 110
	Do. (Founders')	9,900	\$10 \$10	\$43	\$20,000	Tis. 2,211 \$480	{90 cents } for year ended 31.5.1904	61 % 91 % 101 %	T.Tls. 130 \$9} buyers \$180 buyers
	William Powell, Limited Printed and Published by	TOSE PED	Sio BRAG	\$10 <	18 Augus	S588	Interim of 50 cents for year 1901/1905	10} %	Stil buyers

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Printed and Published by JOSE PEDRO BRAGA, for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 1, Ice House Road, in the Oity of Victoria, Hongkong,

## THE Aongkong Telegraph. MAIL SUPPLEMENT.

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Commercial:-Weekly Share Report. Freight. Fortnightly Market Report. Sugar.

Exchange. Opium.

Local and General.

War of Freights,

#### BIRTHS.

On 3rd April, at 34, Range Road, Shanghai, the wife of WILLIAM YOUNG, of a son. On the 7th April at Seremban, the wife of Mr. F. J. WELD, or a daughter.

#### MARRIAGE.

On the 3rd inst, at the Church of the Assumption, Penang, FREDERICK HENNIKER. eldest son of Frederick |. Baness, Esq., to FLORENCE A. LILBURN, youngest daughter of J. Lilburn Rosher, Esq.

DEATHS.

On 4th April, at 186, Chapoo Road, Shang. regretted.

At the General-Hospital, Singapore, on April 8th, JAMES NEWBORN of Doncaster, Chie aged 42.

Kowloon, HENRIQUE LOURENCO NORONHA, of bronchitis. Aged 63. Straits pipers please copy,

六年酸

號五十月四英港香

SINGLE COPY, 25 CENTS.

7th inst., before the presence of the Baltic

## The Ponghoug Celegraph

MAIL SUPPLEMENT, ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, APRIL 15, 1905.

CHINESE MEDICAL

PRACTITIONERS.

(8th April.) Crown Prince of Germany were among those A curious complaint with reference to the expected to meet and from whom the aged practising of Chinese graduates in medicine King would receive first greetings of conis voiced by a writer in the Mails Times, gratulation. Singapore. The letter, which is evidently written by a medical practitioner, or at least The postage on the weekly issue to any part of the by one who is associated with the profession, raises the point that Chinese, who have been educated in the East and sent to England for inst uction in medicine, should not be allowed to compete with those who have paid for their schooling and come to the East in order that they may give all and sundry the benefit of their knowledge. The writer says: "It should not be forgotten that most of the Chinese medical men who are practising the healing art according to western methods, are fully trained and the very reverse of unpractised. But those by whom they were trained, to whose learning and skill they owe their knowledge, never anticipated that their pupils would find their way to British Colonies to come into competition with those whose skill was obtained at enormous cost in the Universities and Colleges of Britain. They were trained free ing with our representative's summary which of cost to themselves in order that they appeared in this journal on the 4th inst. might be enabled to meet the needs of their The paragraphs in question are in the countrymen in the towns and villages of following terms:-China. By coming here they have overstepped the boundaries of honour, and this proves they have forgotten or have never known that unwritten code which medical men hold dearer than life itself, and whose existence safeguards the public weal." The argument that a Chinaman who by his mental capacity, industry and perseverance has won a Government scholarship entitling him to free education in the universities at home, should be debarred from practising in the land where he was born and among his own people is utterly indefensible. Why he should be required to emigrate to the wilds of China when all his kith and kin are in the Straits, or it may be in Hongkong, could only be suggested by one who, finding himself in the ruck at home, has come to the East, only to find that his practice is as scarce as ever and his services rejected by the ignorant patients. If a man has had to satisfaction than we do in the announce-

#### A ROYAL BIRTHDAY.

author.

pay for every jot and tittle of his university

career, that only goes to prove that he has

been either too lazy to work for a scholar-

ship or not clever enough to win one. The

Chinaman who has won his spurs in the

East, and proved his ability in the West by

taking his degrees, is infinitely the better

man. If Singapore is over-manned with

medicos it only remains for the unemployed

to go elsewhere, but why the clever China-

man should be sent away does not appear

attention as the obiter dieta of some mis-

anthropical medical man, but it is not

likely to achieve the end desired by the

King Christian IX., who keeps yet another birthday to-day, must be the doyen of monarchs on the active list, and the oldest living descendant of George II. Eighty-

his birth has been celebrated in a very enormous tonnage which the general restricted manner on account of his Md- managers of this line control, the futurejesty's health, but this year it looks as whatever it may be is sufficiently bright though there will a return to a fuller and with promise to justify the belief that the more public celebration. It is to be made steamers of the Indo-China Steam Navigathe occasion of a great royal gathering at tion. Company will be employed to the pro-Copenhagen where Queen Alexandra, fitable advantage of their owners. The idea

#### SHIPPING PROSPECTS.

Our attention has been directed to some comments which appear in Messrs. Lamke and Rogge's Circular of this morning's date, animadverting on the subject of shipping prospects for the year as summarised in an' interview we were courteously accorded the other day by Mr. E. C. Ray, the well-known ship broker in the Colony. By the kindness of Messrs. Lamke and Rogge we are supplied fortnightly with a copy of their excellent review of the freight market for the preceding formight. By an arrangement which postpones the publication of the review until the day following its receipt we are unable to give in extense the contents of the Circular in the present issue, but we think the courtesy will be conceded to us of reproducing to-day the two paragraphs deal-

"Anent shipping prospects for the year, it may not be out of place to say-since a local paper recently in a lengthy paragraph enterrained extremely pessimistic views on the subject—that, at this time of the year, it is absolutely impossible to form such a definite opinion

"Both Southern and Northern seasons have, as it were, only just opened and as matters stand just now, the future position of the freight market in a great masure depends un n further developments, as far as hostilities are concerned. But even should peace be declared at an earlier date thangenerally anticipated, it is not likely that, at least for a long time to come, it will mean a severe blow to shipping, as a great deal of tonnage will be required before things are set straight again. is a matter of fict, most of the big Japanese shipping concerns are still going on chartering, both here and in the North at fair rates and not for short periods only. The six steamers chartered on "time" basis, and embodied in to-day's list, are exclusively for Japanese account, and it is quite on the cards that more tonnage will be wanted ere long." Few perhaps in the Colony entertain greater

ment that the possibilities of the shipping trade within the next few months of the year may be attended with results, if not wholly, at least about as gratifying as those of the year which brought in such landsome progreat importance will be attached owing to and the question now to be considered isat all clear. Of course, the letter may attract the special position the firm enjoy of being | what will happen next? It is known that a able to guage with sufficient accuracy the flying Japanese squadron is somewhere near the "extremely pessimistic views" attributed an hour, the Baltic fleet is peculiarly liable to this journal need, perhaps, to be qualified to attack by a mobile squadron of fast

Princess Maude, Prince Charles, and the has been expressed, and it is very generally entertained, that the conclusion of the war may result in a set-back to the shipping trade, which earned such splendid returns for shipowners last year. From our point of view, however, the situation by no means warrants such a gloomy view, for the reason that a large increase in the trade with the northern ports may be considered a certainty whenever peace is concluded. Whatever tonnage Japan has hitherto engaged in consequence of her activity in the prosecution of the war may not be released for many months to come. They will be required for the transport of troops and military services generally from the Chinese mainland to Japan. And in corroboration of this view. we would remind readers that reports are being published every other day showing that Japanese firms are daily engaging additional tonnage to meet the requirements of the Government and of trade. Again, has to be remembered that the latent resources of China and the immense possibilities for development in the northern regions following the restoration of peace, are factors which can hardly be over-estimated. We submit that we are not unduly optimistic when we assert that shipping will receive, if anything, a greater impetus as the result of the war and the opening up of the vast territory of Manchuria to the trade of the world at large. Under the "open-door" policy, which must necessarily form one of the most important questions in any treaty securing the terms of peace, that immense country, whose products and potentialities are even yet but vaguely realised, will be thrown open to trade generally, and a great proportion of the prosperity, which is bound to follow in the wake of the peace settlement, will natura ally fall to the lot of the shipping in the Far

#### THE BALTIC FLEET.

The news which was received in Hong-

(10th Aprill)

kong yesterday that the Russian Baltic squadron had passed Singapore came as an amazing surprise to the majority of people in the Far East. The vagaries which have characterised Roshjestvensky's fleet since it lest the shelter of home waters, the delays and dilatoriness at Madagascar, the repeated fits to shipowners and others interested in contradictions that the fleet had sailed, this branch of business in Hongkong. It is, followed by the statement that it occupied therefore, with all the greater pleasure that its old position, hardly prepared the public we give prominence to Messis, Lamke and mind for this sudden spasm of energy. The Rogge's criticisms, to which no doubt, Baltic Fleet, however, has reached Singapore probable trend of shipping affairs in the the Gulf of Siam, and the difficulties of the immediate and more remote future. If the Russians are now about to begin. With a review had been more closely scrutinized line of vessels extending over ten miles and however, it would have been discovered that proceeding at the low speed of eight knots by the statement that the accuracy of the cruisers; and according to a rumour which | fleet it is difficult to guess. Great Britain is forecast would be verified except in certain gained currency in Hongkong to-day a fight a neutral Power with practically no status contingencies which, happily, cannot be has already taken place. It was reported in the present conflict. All she cares for is seven fairly eventful years have passed since counted on with any degree of certainty. I that the Russian consul at Hongkong had the strict observance of the neutrality laws, he was born, on an 8th of April, at Gottorp. The opinion was expressed that, with the received a telegram to the effect that an and there is no question about neutral conin Schleswig, with no particular prospect of restoration of peace, there would be a lengagement had been fought 80 miles to ditions on the high seas. Even if the Baltic ever filling a throne. Indeed, he never plethora of foreign shipping ready and the eastward of Singapore in which the fleet made for Saigon that would not conwould, in the usual course of things, have willing to accept cheap freights in these Russians had proved the victors. The cern Great Britain. It would be a matter filled one, had the views of his predecessor, waters. The large amount of tonnage sent frumour went further, and alleged that five solely for Japan; and the Japanese, at the Frederick VII., on the subject of matrimony out by Norwegian owners, principally Japanese warships had been sunk by the present stage of affairs, are not likely to been less peculiar. That monarch found it in order to meet the demand for Russian fleet, but what truth there is in all tolerate any interference with their objects. convenient to separate from both his wives, steam coal by one or either of the belliger. these reports it is difficult to say. If Rosh. The interesting portion of the argument, that and there had to be the London Protocol of ent Powers will provide a competing factor gestvensky has really proved his calibre as a the British Fleet is likely to be detailed for 1852; and a Danish Law of Succession of in the local trade. Nevertheless, we do not inaval commander in the first engagement scouting work, appears in the effort to show 1853, to settle the devolution of the Crown. lose sight of the fact that these foreign boats with the Japanese, the Tsar's choice will that the movement of the fleet towards the in prestige from the North Sea incident, the That did not get upon King Christian's are hardly up to the standard of local require have been brilliantly justified; but there is south is all part of a deeply-laid scheme. It head till his daughter had been Princess of ments, and we can almost positively assert always a suspicion in the mind that if there almost attributes to the Navy a prescience Wales for the best part of a year. Now, the that the vessels of the local companies, has been a fight the advantage has been not which the Navy would probably be the last father of the Queen-Consort of England is among which must principally be reckoned with the Russians but with the Japanese. to claim. It was only on Saturday last that the best connected monarch of his day. those of the Indo-China Steam Navigation | However, time will tell; but in the mean- the news was received that the Baltic fleet squadron. A Fleet, composed of nearly His first son, the Royal Prince, married the Company, under the able management of while the Baltic fleet is slowly proceeding to had passed Singapore. Before that time Princess Royal of Sweden, and the son of Messrs. Jardine, Matheson & Company can, the Farther East, and, from all accounts, and the whereabouts of the Baltic fleet was unthat marriage, Prince Charles, is the son-in- and undoubtedly will, hold their own against engagement in the very near future is in- known. It might have vanished into thin not, however, a subject for sarcasm. It has law of King Edward, and has made two any foreign competition that may work its evitable. It has been suggested, and the air for all that people knew of it, yet when been argued that because the Japanese be-Royal grandsathers and a Royal great- grand- way into these parts from abroad. A special- probabilities are great, that Roshjestvensky ever it appears at Singapore the inevitable long to an island kingdom they are necessarifather. King Christian's second son is King ly gratifying feature of the report by Messte. will divide his sleet at sea, that one half naval expert comes forward to tell just ex- ly born sailors, whereas the Russians, ac-George I Greece, and the husband of Lamke and Rogge, is the statement that two will go to Indo-China, while the remainder actly what the China squadron intends customed to the lot of landsmen, have no hai, Sheik Ramjahn Hoosen, aged 24; deeply the Russian Grand-Duchess Olga. Queen Indo-China boats have been able to makes for Vladivostok via the Philippines. to do in the circumstances, and how love for the sea and no heart to fight in that Alexandra's next sister is the Lowager establish what they call record fixtures, The result of such a move would be to per- it will be done. In support of their element. But in these days when vessels Empress of Russia, and their younger sister, having settled in the aggregate 115,000 mit the Russians to barass Japanese trade arguments, they show that the Fleet are controlled by electric buttons, when Engineer of the E. E. Tel. Co's steamer, Patrol. the Princess Thyra, is Duchess of Cumber- piculs at the rate of 30 cents per picul from in these waters, while the rest of the fleet is under orders to proceed southward, seamanship on a cruiser includes mechanic land. And their youngest brother, Prince Saigon to a Philippine port. Such quan- would account for matters in the north. presumably (according to them) to keep cal ability, the difference between the sea-

congratulate the aged King on the attain. Indo-China Company are specially adapted have always had a partiality for their they will show that the plans of the fleetment of his eighty-seventh birthday. For for the Far Eastern trade, a fact which is Russian allies; a fact which is not perhaps | up to the present time, at any rate—have the last seven years the anniversary of generally recognised, and in view of the very surprising. Whether the other half of not been changed in any respect. On the the fleet could succeed in evading the lynxeyed Japanese cruisers is another question. Now that the Baltic fleet is here, events are many days before we are able to realise the strength of Russia's forlorn hope.

#### HONGKONG'S RIVAL.

An important step is being taken by the Government in Manila, with the object of fostering the shipping trade of that port. A trade centre of the Orient. Of course, Rome likely to compete successfully with Hongkong for some time to come; but the Americans are to make a bold bid for custom. and no expense will be spared to secure has been appointed to investigate the question of lowering the port and harbour dues, so that Manila may become the distributing centre from Singapore to Manchuria. on account of the lack of docking accommodation. By using the new docks, now under construction in Manila, vessels can load or unload with the same case and pool. Major-General Corbin sees no reathe people of Manila will respond to the Hongkong need not feel greatly alarmed for some years to come.

#### BALTIC FLEET SCARES.

· (11th April.) A great deal of capital, founded on rumours which do not seem to have the slightest foundation, is being made out of the fact that the British Fleet now stationed at Hongkong has been taking in stores preparatory to a journey south. The idea, apparently held by some people, is that the fleet is to pursue the Russian squadron under Rodjestvensky, or at any rate to keep a watch on the movements of the Baltic fleet. What it is expected the British fleet would do even if it did happen to meet the Baltic

fleet in these waters was at all certain, the Hongkong Zelegraph published a couple of bound to march rapidly, and it cannot be short paragraphs giving the movements of the British fleet at this port. "Ships of the British fleet have been busy during the past few days taking stores and ammunition aboard," we stated, " preparatory to putting to sea." In the same suc the Telegraph also stated that it was expected H.M.S. Glory, Ocean, Sutlej and, Centurion, would leave the port on the 12th inst., for Mirs committee has been appointed to investigate Bay, and that would the temporary the harhour regulations and the restrictions | headquarters of the Fleet which in all probwhich hamper American and foreign trade, ability would leave from there for the south." and to promulgate a plan for their improve- There was nothing very astonishing in that. ment. The real object of the committee is The Fleet only intended to follow the usual to rival Hongkong as a distributing centre, practice of making a run south before the and already the good people of Manila see | hot weather sets in. It has been doing that their port the hub of the Far East. Major- for years now, and nobody saw visions of General Corbin, chairman of the Committee | navalcataclysms on the high seas when they which is to accomplish this great work, did it before. But now we are told that the candidly expresses the opinion that from its British Fleet is up to some little game geographical situation, and with its new which involves a meeting with the Baltic system of harbour works, Manila is the future | squadron. Why these quid nuncs did not drag in the Australian and Indian Fleets is was not built in a day and Manila is not | probably because they forgot all about them. If they had only thought for a moment, they would have had a grand mobilisation at Singapore two days before the arrival of the Baltic Fleet. The argument for such the end in view. The Committee, which a proceeding would have been quite as good as that for the present attempt at a scare. harbour regulations, will also consider the Every year the Admirals Commanding the China, Australian, and East Indian squadrons meet in Singapore to-confer on naval matters. It is rather a pity for the omni-The greatest reliance is placed on the char- | scients that the conference was not due on acter of the new docks to attract shipping. Saturday last. The fact that the Iphigenia It is pointed out that large steamers are un- has gone to Singapore has, been taken as able to approach within fifteen or twenty another point by the alarmists. On the 6th miles of Shanghai; while at Hongkong and inst., we published the following: "H.M.S. Singapore ships must lie out in the roads, Iphigenia will leave for Singapore in a few days, and will relieve H.M.S. Thetis as senior officer ship." Yet, the visit of the Ishigenia to Singapore has been cited as an example of the Navy's determination to have facility as they can in New York or Liver- a "look-see" at the Russians. The Vengeance was due to leave Colombo for Singason why Manila should not be the terminal pore and Hongkong on the 7th inst., and point for the big trans-Pacific liners. By a doubtless she also was bound after the system of bonded warehouses, modifications Baltic Fleet; but so far we have not heard of the port and harbour regulations, and an | that suggested, which is really remarkable. amendment of the harbour dues, Manila Of course, pilots from Hongkong and will leap at once into the front rank as one Shanghai have been engaged. That was of the great ports in the world. This reseate bound to come. But considering that there dream, however, depends upon private en- is even now a paucity of pilots in Hongterprise, and it remains to be seen show far kong, it can only be surmised that these exshipmasters whose services, it is alleged, have call for increased energy. At any rate, been requisitioned by Rodjestvensky, were the noble commanders of sampans and junks. But it all goes to show how easy it is to raise a scare, and bow flimsy and visionary need the foundations be. The fact is, the British Fleet in these waters is pursuing—not the Russians—the even tenour of its way undisturbed by the whelping of the others. Let the Baltic Fleet come along, as it may, the fact will not affect us, unless the Russians start playing pranks with our shipping. After the lessons gained in the Red Sea, however, it is safe to say that there need be no fears on that score. There may be some who would like to see a "scrap" between the Japanese and the Russians within easy distance of Hongkong, but, it is to be feared, they are not likely to be gratified. This much is certain, if there is any news to be told, we shall hear it in good time. Russia will be the last to hide any victory she may gain; and from past experience we are all well aware that the Japanese Government have a profound belief in the publicity of their side of the question. So that no matter how events go we shall not be kept in the dark. THE BALTIC FLEET.

(12th April.)

The Baltic Fleet has suffered so greatly dallying at Madagascar, and the apparent disinclination of the Admiral to risk an engagement in the Farther East, that many have been induced to scoff and ridicule the fifty vessels, adequately armed and fully provided with facilities for coaling at sea, is On the 11th April, at 3, Granville Avenue, Waldemar, is the husband of the Princess tities, on the authority of this firm of ship- French neutrality would not be greatly an eye on Rodjestvensky and his men. man of to-day and his predecessor of Marie of Orleans. Thus will it be seen that brokers, have hardly ever been shipped be- taxed—if the vessels only entered for coal- Now a few facts will show how utterly Nelson's time is very marked. It was all to-day a large circle of royal relatives will fore in one bottom. The vessels of the ing purposes—and, moreover, the French unfounded these statements are. More, right in the old days to demand seamanshin

above all things from men-of-war's men. Many a fight depended upon the superior skill of one combatant in manœuvring for position, just as yachts jockey for the start. But a modern warship, as a contemporary points out, is simply an immense machine, and the qualifications necessary for the successful commander are courage, tactical skill and ability to detect the enemy's strong and weak points. If the Baltic Fleet gained a decisive victory over a Japanese squadron, the end of the war would quickly be brought about. It is absolutely essential that the Japanese maintain a clear passage for her transports and commissariat requirements between Japan and Manchuria. Ademoralised fleet, however, could not hope to do so, and it docked in order to have minor defects re- of being unable to learn of a vessel's apmedied. But Japan has not had the advan- | proach from the north or east might be done tage of a breathing space for the overhauling away with once for all. It is true the station of her vessels. On the other hand, the at Cape d'Aguilar is being crected by the Russian vessels are the latest of their type; Admiralty officials for their own purposes, they represent the greatest effort Russia has but it is hardly likely it will always be ever made to obtain victory at sea and to engaged in transmitting official messages justify her claim to be a naval Power. The Japanese alone among the peoples of the world have refrained from ridiculing the Baltic Fleet. They recognise the strength of the Fleet-for a squadron of fifty vessels cannot be despised—and have made preparations for the great event which should mean the extinction of Russia by sea or the discomfiture of Japan on land. In whatever way the result appears, it should lead to the end of the war, which, in the opinion of most thinkers, is the most desirable end that could be attained.

#### JIARBOUR REGULATIONS.

Cases are continually being heard in the Marine Court of Hongkong in which Chinese seamen are charged with contravening the "rule of the road." It would seem, as a matter of fact that what with recalcitrant foreign seamen, who want to enjoy the beauties of Hongkong for a somewhat longer period than their masters relish; and careless Chinese coxswains, who will not abide by the harbour regulations, the existence-the protection of British interests time of Captain the Hon. L. A. W. Barnes-Lawrence, RN., is fully occupied. With regard to the "rule of the road," however, suspicion abroad that they do not, so that it is to the energy and efficiency of the water police force that a firm hand is kept on the numerous small craft which ply in the harbour. It has been said, possesses the best fleet of steam launches | the desired end in the East. That being so, it behoves the authorities to prevent any contravention of the regulations, otherwise it would be impossible to conduct the affairs of the port with despatch and safety. Fortunately, in the water police, Hongkong seems to have an especially active body of men, the best evidence of that being the cases which regularly appear at the Marine Court. As a rule the defendants are not severely punished, their infractions of the law being but of minor importance, but it is well that they should be reminded of the conditions on which they were awarded certificates. More accidents have occurred through unskilful steersmen than from any other cause, and, if the slightest latitude were permitted, the harbour would speedily become a danger to the community, and a trip in a launch to Yaumati would be fraught with as much excitement as Jules Verne's trip to the moon. It is satisfactory, however, to know that there is no chance of such a condition of things prevailing under the present regime, and that the harbour of Hongkong is likely to remain as sale for travellers as Queen's Road on a sunny day.

WIRELESS TELEGRAPHY IN HONGKONG. (13th April.)

to erect a wireless telegraphic station at may be a distinction and a delight to be period, are bound to reap the reward of Cape d'Aguilar, so that warships at Mirs perched upon a rock commanding the China their enterprise. Mr. Uchida's cogent Bay should be in constant communication | Sea, but when it comes to matters of pleas article makes good reading to those interestwith Hongkong. That exclusive informa- sure such as motoring and equestrianism one ed in Hongkong's shipping, and should do tion opens out a vast field for speculation. is sometimes apt to have a faint wish that there much to dispel the vague fears and doubts In China several wireless telegraphic stations | were one or two fewer mountains and a vast | which have lately arisen as to the prospects have already been crected, and the feats increase in level roads. It is very doubtful of Hongkong shipping,

achieved by the limes representative during if the motor-omnibus will ever be seen in Hongkong, for the simple reason that there the early part of the bombardment of Port are no roads-even on the level-where it Arthur in transmitting news across distances could run in safety. But, after all, we have varying between 75 and 150 miles, according to the state of the weather, show the the consolation that the ricksha, however ricketty it may be, and the electric cars are possibilities of the latest medium of comalways with us, and what more should man munication. When even the Chinese Government commission an Italian lieutenant to bring out the Marconi apparatus for four men-of-war and for three land stations, it must be evident that the thorough practi-The summary, which appeared in yester-

have in the local installation at Cape the development of Japan's maritime trade,

d'Aguilar. At present there is no means of will appeal to all who have been contem-

cability of the system is completely establish-

ed. But what we are concerned with, is the

interest which Hongkong, and particular-

ly the shipping interests of the Colony, must

from Mirs Bay to the headquarters in

Hongkong. In the intervals, it should be

possible for the station to act the part of

advance agent, announcing in the city the

sighting of any particular vessel long before

it appears at the western entrance to the

harbour. In the case of mail-boats parti

cularly, the convenience of such an arrange-

ment cannot be over-estimated. Most of the

Atlantic mail-hoats have wireless telegraphic

installations and there is not the slightest

doubt that if wireless telegraphic stations

started up on the regular route, the Pacific

mail-boats would also adopt the system.

must be frequently galling to a merchant to

learn that a vessel from the north or from

America has arrived with mails for Hong-

kong, lialf an hour after he has left his

office. But under existing conditions that,

no doubt, occasionally happens. If the

Admiralty consented to become inter-

mediaries in heralding the coming of vessels,

they would be conferring a boon on th

commercial community. In fact, they would

be fulfilling in a way the prime reason of their

which in this case means the interests of

Hongkong, and the advance of commerce by

sea. But it all remains with the Admiralt

business men to approach the chief of the

MOZOR-OMNIBUSES.

(14th April.)

seem probable that. Shanghai will have

desired to know whether there would be any

objection to their running a service of

motor-omnibuses from the Bund to certain

streets which were shown on a chart. The

answer of the Council was entirely favour-

were prepared "to license motor-omnibuses

to ply for hire in the Settlement without

weight, etc., of the vehicles in question were

general traffic of the public streets." Some

quarter, but that was intended to cover

private vehicles, and in the event of a per-

AN OPTIMISTIC SHIPPING ARTIOLE.

day's issue, of an article by Mr. K. Uchida,

Director of the Shipping Bureau in the De-

partment of Communications in Japan, on

signalling the arrival of vessels from the east plating the prospects of shipping when the would then he for Japan to accept the best until they have passed through the Lyee- war is concluded. It is certainly of vital terms of peace offered by Russia. It must moon Pass, and then they are almost at an interest to Hongkong, for here as well as in be remembered that the Japanese navy, up- chorage. From the west, vessels are signal. Shanghai, the possibility of a plethora of to-date as it is, has suffered very consider- led from the Gap Rock, which gives three tonnage being thrown on the market has ably in the fighting of the past year, hours' warning of their approach, sufficient aroused the gravest consideration, From Material has deteriorated; the vessels have for business men to make arrangements to the statement given by Mr. Uchida, howbeen worked to straining point; and it is deal with the vessel on her arrival. Now ever, is would seem that little fear need be probable that they are badly in need of re- that it is proposed to establish a wireless entertained on that point; for, if the author's pair. Every Britisher knows how the vessels telegraphic station at Cape d'Aguilar, we deductions are correct, Japan will be in a of the British Navy are constantly being would suggest that the present inconvenience position to absorb all the extra tonnage which was added to her mercantile navy in consequence of the war. It was the Japan-China war which first made it clearly evident to the Japanese that a large merchant service was essential to the well-being of the nation, and in order to foster the maritime trade, subsidies were granted to those companies operating Japanese steamers which, in time of war, could be utilised as auxiliaries or transports. The wisdom of this policy was evidenced when the war with Russia broke out. The Government was able at a moment's call to secure the steamers of the large Japanese shipping companies, and commence transport arrangements without delay. The Japanese companies, however, were not content to sit calmly, on a beach and watch operations. They recognised that the trade they had built up was in serious danger of being irreparably injured and their prestige lowered, if they entirely withdrew from the field. They therefore proceeded to charter foreign-owned vessels to replace on all the lines-except the European and Australian -those vessels which had been taken off Where a charter was not desired they acquired the vessels outright, with the result that during the last year there has been an immense increase in the tonnage of vessels belonging to Japan, estimated at something | China-Borneo Co', Ltd, held at noon to-day at like 50 per cent. The question which has agitated the shipping interests in 115ngkong has been the difficulty of dealing (Consulting Committee), W. Parlane, J. W. C. with the situation should all these extr vessels be thrown on the market looking the average layman would think that Chinese | whether this will be done or not. As a rule for freights at any price. An entirely satissailors were determined to get into trouble. | the officials of the Admiralty in Hongkong factory answer is given by Mr. Uchida. In other ports, where there are regulations, have proved, in the past, exceedingly willing. At the close of the war, there will be it is seldom that prosecutions occur in which to grant any request which had for its a determined effort made to develop Japan's native masters are charged with infringing ultimate object the furtherance of shipping maritime trade abroad. They will not conthe harbour rules. If they do they fail to or commercial interests. With the establish- fine their attention to North China, which, get that publicity which is accorded them | ment of a wireless telegraphic station at nevertheless, must prove a source of great But there is a shrewd Cape d'Aguilar they will be in a position to profit to shipowners when the restraint to increase the obligations due to them by the which the enterprise of the people in Mancommercial community, without disturbing churia have been subjected, is relaxed; but their own arrangements in any way. It only they will seek fresh fields and pastures new, remains for a deputation of representative in French China, South America, Mexico, the Philippines, Java, etc. In this connecwith much apparent truth, that Hongkong Admiralty in Hongkong in order to gain tion, it may be remembered that after the outbreak of war, Japan appointed two trade Commissioners to visit trans-Pacific ports and also the promising Republic of Mexico. The result of the Commissioners' inves-From the tone of an inquiry submitted tigations has been most encouraging and to the Shanghu Municipal Council, it would no doubt has formed the basis of Mr. Uchida's expectations regarding the service of motor-omnibuses in the very mean development of Japanese teads in that direcfuture. The parties making the inquiry tion. We see hopeful signs for Hongkong's coastal trade in Mr. Uchida's admonition to Japanese shipowners, not to confine their attention to the coastwise trade. For such concentration would only bring about clashing of interests which would result in able to the scheme. They stated that they no good whatever to any of those who are at present engaged in the trade. Past reports of the Douglas Steamship Company restriction as to routes, provided that the size, were by no means encouraging, hinting that such as to present no inconvenience to the for some time to come there would be no great development in the trade of the coast reference was made to the fact that the pre- ports. Mr. Uchida, however, bears out our sent license fee for motor cars was 86 a views with regard to the further development of the maritime trade principally in North China, and there can be no doubt that it is manent service of motor-omnibuses being capable of very great expansion when the established, the question of increasing the war is brought to an end. What the transfee would have to be considered. Now that Pacific trade is capable of, must be left motor-cars and omnibuses are in vogue all to the future, for no approximate over the western world; it is high time estimate can yet be formed. But that such for the East to see the inauguration a trade could be fostered and considerably of such a service. Shanghai is admirably enlarged it does not require much foresight: The value of wireless telegraphy for signal- situated as an experimental centre, although to recognise. With the reorganisation of ling and commercial purposes has been Singapore might justly claim that her its financial system and the betterment of its recognised for a considerable time now, but long, straight, level roads would make a administrative departments, Mexico is likely it is only lately that the matter has assumed capital home for the motor-omnibus. At to prove an extremely profitable source of importance in this part of the world. In a present in these two cities there are many revenue for shipping. At present it is rising recent issue we were enabled through the private motor-cars running, and Hongkong from the ashes, and its future prosperity is energy of our naval correspondent to state must envy the pleasures of residents of just discernible, but those who are first on that the Admiralty authorities had decided these places which we cannot emulate. It the field, ready to enter at the probationary

TELEGRAM.

"HONGKONG TELEORAPH" SERVICE.

RAILWAYS IN CHINA. GERMANY PRESSING FOR AN-OTHER CON ESSION.

THE TIENTSIN CHINKIANG LINE. [From Our Uzon Correspondent.]

> Shanghai, April 12th, 4.19 p.m.

The German Minister has held long interviews at Peking, with Prince Ching and His Excellency Wu ling commander of the Iphigenia. Fang, in connection with the pronosed German section of the railway from Tientsin to Chinking.

Baron Muintin von Chwarzenstein declares that his compatriots are willing to commence operations immediate'y. The Russian Minister is supporting the action of his German co league.

the agreement pressed for by Germany unless the parties concerned can establish sufficient proof that i commencement with the laying down of the line will be made forthwith.

The Chinese Ministers point out that many foreign syndicates have obtained a neessions from the Chinese Government for the building of I railways which they have so far made no real attempt to commence.

The German Minister complains that Sir Ernest Salow is supporting the Chinese Government: but Great Britain's réprésentative asserts that the British alone have the right to build the railroad

Tir is not quite clear from the telegram transmitted whether the Russian Minister supporting the Germa, representative in the my ter, or that the former is giving his coun tenance to the Board.—Ed, H.K. T.

THE CHINA-BURNED CO. LD.

ANNUAL MEETING.

Mr. A. G.: Wood presided at the second ordinary yearly meeting of shareholders in the | hour. the offices of the Company, St. George's Building. There were also present Hon. C. Paul Chater, Messrs. E. Osborne, J. Wheeley Bonnar, T. Arnold, W. H. Wickham, L. E. Ozo io, O. Baptista, and A. H. M. da Silva.

The notice convening the meeting having Pulo Condore, and an explanation of The Chairman said-Gentlemen, the report It is necessary for the warships to coal and accounts have now been in your hands for some time and I presume that you have no objection to their being taken as read. The company's operations during the period under review show a fairly satisfactory result, but not quite so satisfactory as was anticipated. The storm that passed over B. N. Borneo on October 31 last did a great deal of damage in the jungle and threw everything back considerably. January, February, November and December were very unusually wet months and hauling was greatly interfered with, and these circumstances combined have made the output of timber smaller and the relative cost higher than it would otherwise have been. You will have noticed from the accounts that over '70,000 have been spent during the year 1904 in developing and additions to the Company's various properties in Borneo, and this sum has for the most part been unproductive during the period under review, but as all this workwas practically completed in the early part ofthe current year we hope that it will now contribute to the company's earnings. We have recommended that the sum (\$61,723.45) available for appropriation be dealt with as follows:-to pay a dividend of \$1.00 per share, absorbing \$46,000; to write off launches and lighters. \$10,600; to write off plant \$2,400; to write off timber concessions \$2,723 45; total \$61,723.15.

wish to ask There being no questions the Chairman moved that the report and accounts as presented be adopted and passed

and we hope you will approve this. The

various properties have been well kept up and

all are in good order. The company's business

factorily results. Before proposing theadoption

of the report and accounts now before you I

shall be glad to answer any questions you may

during the current year has, so far, shown satis-

Mr. T. Arnold seconded, and the motion was Mr. W. Parline proposed the re-election of

Mr. A. G. Wood as a member of the Consulting Committee: Mr. Bonnar seconded.

On the proposition of Mr. W. H. Wickham, seconded by Mr. T. Arnold, Mr. W. Hutton Potts was re-elected auditor,

The Chairman thanked shareholders for their attendance; and announced that dividend warwants would be ready on Monday, and could be had on application at the company's offices.

CORRESPONDENCE.

We do not necessarily enderse the opinions expressed by Correspondents in this column.]

THE V. R. C. SPORTS.

To THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,-With reference to the V. R. C.sports on Saturday, a very curious remark was passed by one of the members of the above Club, when arrived this morning. the names of the children were being taken in the girls' race. It was stated that twothirds of the children were ineligible to compete, because the race was meant for the children of members. Only Mr. Mitchell was approached and said that thise was no definition in the programme as to who were or were not entitled to run. If the V. R. C. is going to confine the race to members' children only, why not specify in the programme and advertise-

ment, so that there may be no misunderstanding on the subject.- I am, etc., ing of the Japanese with the Bultio PRO BONO PUBLICO!

BALTIC FLEET SIGHTED.

HEADING APPARENTLY FOR VLADIVOSTOK.

SOUADR IN OF 42 VESSELS.

rath inst. We learn, on excellent authority, that the Bultic Fleet, consisting of 42 vessels, was sighted on the morning of the 11th inst., in 8 degrees 10 minutes North latitude, 100 degrees 32 minutes Ea t longitude. The Fleet was steaming in a north-easterly direction. The information, it may be stated, was received through the

The importance of this information, which may be implicitly accepted, is found in the fact that all the rumours about the Fleet going to Saigon are practically proved to be worthless. In the position described, the Fleet would be about 100 miles to the south of Saigon, just off the island of Condore, and the direction in which it was steaming would carry it beyond the direct track to Saigon. That being so, the Fleet should be somewhere in the neighbourhood Hongkong at the present moment. 'I aking The Chinese Board decline to sign it for granted that the object of Admiral Rodjestvensky is to reach Vladivostok with his entire squadron, the natural route to adopt would take the Fleet to the eastward of Hongkong, through the Liukin Islandsthereby escaping the dangers of the Formosa Channel-to the Korean Straits. If the Fleet succeeded in evading the enemy there, then if would have a straight run to Vladivostok, which should be reached in a couple of days at the outside.

This information confirms the views expressed by a marine insurance manager, in Hongkong, in our columns the other day, that no attempt would be made to stop at Saigon, that every effort would be made to enter Vladivostok, where the fleet would have everything in its favour." It is a curious fact that not one of the trading vessels which have lately arrived at Hongkong from the south or from Siam, has seen the slightest sign of the Baltic Fleet. Of course, most of them had no idea that the Baltic Fleet was solourning in these waters. Nevertheless, it might have been thought they would have had a glimpse of a Fleet extending over an area of ten miles, presumably in the track of shipping generally.

JAPANESE CRUISERS SIGHTED OFF SWATOW. The Captain of the Loosoke which arrived at Hongkong to day, states that when entering Swatow on the 'roth inst. he descried two Japanese cruisers steaming at full'speed in a southerly direction. estimated the speed at fully 20 knots an

As stated above, only 42 vessels of the Baltic Fleet were sighted, instead of which has been given as the total strength of the squadron, including transports and colliers. What has become of the other five boats? Then again, the Fleet was seen off proximity to land may easily be suggested. quently, and probably this was one of the few occasious since leaving Madagascar that the Fleet has had the opportunity of coaling in comparative safety. It would not desirable to coal on the high seas if therewas the least land shelter to be got, and the island of Condore would be in a very happy situation for the Fleet's coaling requirements.

In all this it has to be bome in mind that the Fleet when sighted was sufficiently close to Saigon to make it a matter of no difficulty. to change the route and steam for the French port. Considering the yagaries of the Fleet up to the present time, no one would be surprised to hear that it had decided at the last moment to make for Saigon, if only for a short respite before the real trial of strength comes off. But considering all things, the probability is that the Fleet will steer a course for Vladivostok keeping clear, as far as possible, of the

ubiquitous Japanese. If the Baltic Fleet proceeds very much further north, we may very soon hear the announcement that the Osaka Shosen Kaisha have decided to withdraw their fleet of steamers trading between Hongkong, the Coast Ports and Formosa, whereupon the British companies will have matters all their

#### FLEETS\_FIGHTING.

JAPANESE AND RUSSIAN CRUISERS IN FIERCE COMBAT.

RODJESTVENSKY'S RUSE SAVER HIS FLEET.

14th inst. Private advices received in Hongkong to-day state that the Japanese sconting cruiser squadron got into matter of fact none was expected, because touch with the tail-end of the Baltic Fleet, off the Anamba Islands yesterday, and a fierce battle took place.

been the remainder of the flat outdista ced by the main squadron under Rodjestvensky, and probably consisted of five vessels, including a hospital ship.

The Japanese apparently turned their attention to the cruisers, whereupon he hospital ship made off at full speed for Singapore, where she

Telegrams were immediately desstating what had happened.

The hospital ship was unable, however, to give details of the fighting which was still in full swing when she left the Anambas.

Fleet, is awaited with the utmost

The announcement that the Japanese cruiser scouts have at last come to grips with a portion of the Baltic-Fleet will arouse intense interest in every part of the world. Much may depend upon the result as showing the strength, of the respective fighters, but it cannot be decisive one way or the other.

When we learned through the medium of the Commodore's office, yesterday, that 42 vessels of the Baltic Fleet had been sighted off Pulo Condore heading in a north-easterly direction, the natural query was-Where are the other five ships of the Fleet? It was a known fact that the Fleet consisted of 47 vessels all told, including battleships, cruisers, torpedo-boats, colliers and transports, when office of the Commodore at Hong- it left Madagascar. When it reached Singakong, who received it from the pore the number had not dwindled, but directly it left that port five of the Fleet mysteriously disappeared. Rodjestvensky and his Fleet had been subjected to so much ridicule that he would have been a brave man who suggested that the Russian Admiral was working out a little piece of strategy, yet there were some who hinted it. While the main fleet, comprising all the first class vessels, was pushing on by devious ways to their destination, five boats were lest behind at the Anambas to attract the attention of the Japanese, and divert it from the larger body. It was common knowledge that two Japanese cruisers were hovering around in the vicinity of the Gulf of Siam, on the outlook for the Baltic Fleet. Then, the Loosok, when nearing Swatow the other day, saw other two Japanese cruisers tearing along to the south. If the scouts met, then the fight would be equal, for one of the Russians was a hospital ship, and it may be taken for granted that the others are cruisers. Four Japanese cruisers against four Fussian. cruisers should, all other things being equal, provide one of the finest tests of strength, ship for ship and man for man, that has yet been seen in the course of the Russo-Japanese campaign. Hitherto the Russians have been hampered by a handy base; they need not show their best qualities unless they were so inclined, and, on the ground that discretion is the better part of valour, they did not feel so inclined. But at the Anambas both the belligerents are on equal terms. Both are away from homes neither has much hope of support pand the loser must trust to Providence ever to see homeland again. The knowledge that all depends upon themselves should nerve their hearts and strengthen their arms. It is impossible to say what the calibre of the Russian boats which are now engaged in a deadly struggle off the Anambas may be, but it is certain that the Japanese craisers will be the best and fastest of their kind, and if there should be any advantage at all it is unquestionably on the side of the Japanese. Apart, from these considerations, what are we to think of the strategy of Admiral Rodjestvensky? By a manceuvre as old as the hills, he has inveigled the Japanese scouts into an attack on vessels which he probably did not count on very much at any time. He has cleared the way for the vast majority of his ships, and has given occupation of a sort to an enemy which might have done him infinite damage before his Fleet even saw the colour of the Yellow Sea, Had the Japanese pursued the tactics which it was believed they were likely to adopt, of keeping well out of range, yet sending in torpedoes when the chance offered, and delivering surprise attacks in the dark, the vitals of the Russian Fleet might easily have been pierced before the main: Japanese Fleet arrived on the scene. But by a piece of strategy, which is not exactly original or evidence of wonderful ability, Admiral Rodlestvensky has won the first move in the game. If the Russians lose at Anamba Islands then the Admiral can say he has only relinquished a few pawns in order to save the chief figures on the board. If they win at the Anambas, then new heart and courage will inspire the Fleet, and the end may be farther off than is generally imagined. At all events the result of the conflict must be public property in a few hours, and till then people must rest their souls in patience

THE ANAMBA ISLANDS,

The Anamba Islands, where the first fight between the Japanese scouts and part of the Russian squadron has taken place, lie midway between Singapore and that dangerous group of islets known as the Natunas, There is not an island of any size in the Anambas group; they are merely rocky eminences in the water, and so far as is known they are inhabited only by wild-fowl, One thing certain is that they are not likely to be troubled with fogs in that quarter of the China Sea. The Anambas, it may be added, are almost equi-distant from Singapore and Sarawak.

NO NEWS AT THE COMMODORE'S OFFICE. No news regarding the reported fight at the Anambas or of the whereabouts of the Ballic Fleet was received at the office of the Commodore in Hongkong to-day. As a there is not a single vessel of the British China squadron on the road between Honge kong and Singapore at present. The Sutley and the Iphigenia are both at Singapo e; The Russians are supposed to have the rest of the squadron is either in Hongkong harbour or vicinity. That fact effectually disposes of the alarmist rumours which were rife in the beginning of the week regarding the movements of the British fleet in these waters. It was seriously declared that British warships were putting to sea presumably to intercept the Baltic Fleet. How little foundation there was for such a statement we endeavoured to show at the time. Now, events prove that the rumours had not a tissue of truth in them. Had there been, the Commodore would naturally have been in his office to-day awaiting tidings. But the Commodore was patelle to the Russian Government at Kowloon, in other business, knowing perfectly well that none of the China squadron was in a position to furnish additional news about the Baltic Fleet.

PROTECTION OF THE CADLES, With regard to the report that cruisers would be required to protect the cables, The resu t of this, the first meet, this much can be said with certainty. If anybody is looking after the cables, with the

object of frustrating any attempt on the part [ of the Russian Fleet to cut them, it is certainly not the British. Besides, if the Russians were really determined to cut the cables, who could present them? Not a solitary cruiser at least. Warning might be given that such action would lead to international complications, but a commander of hour? a fleet of the size, and importance to Russia, of the Baltic Fleet, would not be diverted from his purpose by a mere threat, if he believed the cutting of the cable mean an advantage over his enemy.

RUSSIAN HOSPITAL HIP AT SALGON.

Another report which was received in Hongkong to-day stated that the Russian hospital ship Ural had entered Saigon. Whether there is any connection between this statement and the report from Singapore that a Russian hospital ship had entered that port remains to be seen. It might well be that the first news of the fight was received from the Unit at Saigon and then telegraphed to Singapore. The sender of the telegram from Singapore might have neglected to state that he had obtained his news from Saigon. That is a possibility which could easily occur when the first flame of excitement was working in the mind of the writer of the telegram.

EAGLE RYRS ON THE GAP

BROUGHT 10 HONGKONG. Away on that perpendi ular islet, known at the Gap Rock, there is, if all reports be true, an eagle eye which pieices the gloom and the flagship is the Knias Souvaroff, a battlefog, and can descry objects afar off when others are floundering lot in a labyrinth. Sam Welter thought he was sarcastic when he told the judge that he might have seen through a brick wall if his eyes had been double-millionpower-microscopes, but if he had been at the Gap Rock he would soon have learned to see through a granite rock, for less a brick walk For this is the story with which a contemporary pleasantly regaled its readers to-day is " report has come to haid that of the night of Tuesday last, April 1 (th, two Japanese cruisers were sighted by the look-out at Gap buck They were steaming south at full speed and had all lights obscured." As a piece of news the report is admirable, but that is not the point. Everybody knows that the watchers on the Gap Rock are like true Britishers, ever on the look out. Think then how they must have strained then optics for the benefit of the Piess in order to see those Japaness cruisers with lights obscured. It was a dense and foggy night; it brought to much the track! fate of Ralph the River, who wrecked his barque on the Bell Rock. The ordinary shipmaster held his breath and listened for syren sounds-until the dinner-bell rang, then he gave it-up. The plain seamm opened his lungs and watched his breath disconcar in the fog-Careful masters, who remembered all the stories of fogs they had ever been told, durard the weather and all its kind. One man would try to see his finger before his nose; failing, he proceeded to 'splice the main brace.' serious accident occurred on one vessel, when the mate mistaking the phosphrescent glow around the skipper's, an dy proboscis tapped it was the opinion of a clever officer on the just to see whether he was alive or merely Poona. dreaming. Mail boats were lying at anchor, and prace, or a so-called peace, prevailed on every side. All this time the watchers on the lower were canning wha think ye?-Not the length of their arms. Oh no! They were scaneing the horizon, piercing the palpable fog with eyes of electric force, the practical sailors the Fleet was making for And all this time two big cruisers were hurrying, in sporting parlance, "hell-for-leather" towards the south. All their slims were for more boats have gone ashore there than doused. They were sneaking past, at a mere 20 knots an hour or so, hoping that as they couldn't see anybody themselves and were trusting to luck to keep clear of the rocks, they easy to fill up the bunkers there. wouldn't be seen by anybody ele. Foolish those eagle-eyes which were ready to help the piece ? public from a journalistic point of view, they were not to be cutdone. The modern "Sister Ann " saw " Bluebeard " long before he hove in sight. What a picture for an artist; what a chance for the descriptive writer "What's that? pointing to a speck in the mist. cruiser, me lord." "Not really a cruiser?" "Yes, me lord, a cruis"." "What kind of i cruiser?" "A Japanese cruiser, me lord" Wot a chanst for the newspapers " "Halves," me lord, I saw it for!" "Halves, it is, me bonny buck. Then they saw another cruiser slinking past, not a light to be seen, not a sound to be heard, not a funeral Gap Rock does he meet during the month- enough to get some photographs. well, the very first journalist who came that I

It was recently reported that the crews of the Russian warships were drilling night and day, and firing practice is frequent. The freeting apparatus of the Esperance was stated to have broken down, and the vessel is sai to have jettisoned her cargo.

Waterloo.

#### P. & O. POONA'S EXPERIENCE.

FLEET IN FIGHTING CONDITION & A ...

When the Poona arrived at Singapore and heard that the Baltic Fleet had just sailed there was great by among the passengers. Of all things they hoped to be held up, so they followed in the track of the Russians. Somewhere near the island of Condore, which has become famous of late, they sighted the Baltic Fleet. When a representative of the Hongkong Telegraph went aboard of her in Hongkong harbour to-day, he found the officers and the doctor enjoying themselves hugely, because they had news up their officers to deigned to give some facts.

- Shortly after daylight on the morning of the Durlan Straits. tha rith inst., three vessels widening out towards the horizon were sighted. Coming a little nearer, it was found they were cruisers. The case of the Malacca came to their minds, but they went on at the usual

speed of about 12 knots to 14 knots an hour. It was evident they were warships and that they belonged to the Baltic Fleet, Whether they belonged to this type or to the other type troubled not a soul,

quick swerve on the part of the nearest rearguard scout brought the Almaz within speaking distance of the Toona.

"Do you mean to say they are fast

"At the rate the Almas came up to us should say she was steaming 20 knots an "But what about the seaweed?"

"All nonsense. Of course the vessels are not painted as a man-of-war would be in times of peace, but to say that they are anything but, in fighting condition would be to make a fool of our own boats."

The Almas came up, circled round and

" What is your name?"

"The Poona, of Glasgow," 🖓 And your cargo 🏋 🦥 🧓

"General," "Where are you bound?"

"Hongkong and Shanghai."

The officer, who gave the information, was not quite sure whether it was Hongkong or Shanghai that was flagged.

"Then I wish you a pleasant voyage." "Thanks," was the usual curt British

The fleet had been sighted at 8.30 in the morning and the Poona kept in close touch

with them for eight hours, until 4.30. "Scout to scout," said the officer of the Poona, "would be about eight or ten miles." All the ships were flying the blue pennant

at the fore, and when the question was asked -"Where about was the flagship?" the answer was that it must have been one of the vessels on the right, because all the others took their orders from her. So that ship of 13,516 tons displacement.

It was a great time for the Poona and her passengers. A few have photographs, but judging from the negatives we have seen they do not give an adequate idea of the strength of the Fleet. The formation of the Fleet was as follows.

hight-Battleships.

Inside-Four torpedo boats. Centre-Two lines of merchant men, col-

liers and transports, with a hospital ship. Outside-Four torpedo boats. Left-Five Volunteer Squadron boats,

and the cruiser Oleg. Altend were three scouts; two and a half

miles separating one from the other. At the rear there were three other scouts—the Dimitri Donskoi, the clurora and the Almas. According to the officers of the Poona it

is absolute folly to ridicule the character of the Baltic Fleet. The story about seaweeds might be all right so far as the colliers and the transports were concerned, but Fleet itself was in first-class ocean-going condition. The scouts were fully two miles ahead of the Fleet, and the Fleet itself, which means the colliers, transports etc., was travelling at a uniform rate of To knots an hour. "From the point of view of an R. N. R. man, the Fleet of the Russians is a pretty hard nut to crack." That

When the Poona sighted the Baltic Fleet the latter was moving E. N. E. That would take them straight to Hongkong. But at sunset the route was changed a little the Paracels where it could coal. The Paracels have a bad name among scamen, on the Naturas. But, at this time of the year there is no sunf, and it would be quite

" From a Royal Naval Reserve man's point Those watchers on the Gap Rock, of view, what do you think of the Baltic

> "Tell you the truth, I think the Japanese have a tough job if they try to tackle it."

B. I. MAIL SAILS THROUGH THEM. On the 8th inst., Captain Herrington of the British India Mail Packet Turn, reported on arriva' at Singapore:-

Passed Russian Fleet of 47 vessels off the One Fathem Bank at 130 p.m. on the 7th They consisted of eight four-funnelled ships, hospital ships colliers, torpedo-boats, and con-

verted cruisers The fleet was a very fine sight and was discerned some time before noon. It was travelnote even. And having done their duty, the ling about eleven Anots, apparently, the rate first journalist that passed—the nature of the of the colliers and slower vessels. As the Tara journalist is so Boheman that he is con- was coming along at fifteen she soon overtinually passing or being pussed, and many a liquied the war vessels, which she passed near

If the fleet is coming through the harbour way got the news, and that ... how blong kong | they should be signalled by about it aim but heard the stirring intelligence. It was a full they may go down the Durian straits and pass day after before the Preus ca and a host of during the night, says the Free Press of 8 h

other boats could venture on the journey to inst Hongkong on account of the fig. but duty had It has been no great secret in Singapore that been done and once again it was proved, by for some time past there have been large shipanalogy, that Bill Adams won the battle of ments of biscuits, boots, and miscellaneous stores for Salson. The Tanglin and the Dagm ir have both left with cargoes containing provisions that might be used by the fleet, and it is reported that over two thousand tons of biscuits have gone. It is not believed that these provisions will be taken into Saigon, but that they will be transhipped into another steamer outside, which will await the fleet. The steamer Hindoo now at the whalf is loading coal 4,000 tons, which is said to be for the same destination, but this may be one of the tumours of which there are so many about It is not considered at all likely that the Fleet will put into this port, but that it will sail through the Durian Straits and so on to the next port of call. It may be noted that the Penang report was 27 vessels, while Capt Herrington reports 47. It is plainly not the whole of Rozhdevensky's Fleet which left Madagascar on March 16th, for an unknown destination, may be that the Malacca Division is intended as a sort of blind while the rest of the more powerful ships have gone to the south and round Java. The Division coming down the Strairs is said to be coming slowly, on the lookout for Japanese mines, which they doubtless

the East. Ft 12.45 on the 8th eighteen were in sight from the Signal Staff on Mount Faber, but it spective sleeves. At length one of the could not be told whether they were making for the Portor to pass to the southward through

suspect to be strewn through all the waters of

The Russian men-of-war are now off the Karimons, two hours steam off the western entrance to the harbour.

Thirty-eight vessels are now in sight.—

der telegraphic information:—San Francisco, ideal either from the point of view of the Central. As the newspaper man was leaving, April ro.-Almost the entire Russian flect is now headed, northeast from Singapore. The lengthy programme to be got through, and to say that Queensland is to capture the trade last of the ressels of the floot passed Sing. It is in he hoped that on Monday when of the Orient."

the engagement will end the war.

LOOKING FOR THE BALTIC FLEET.

The British steamer Foo Shing arrived at Hongkong this morning from Samarang, with a cargo of sugar. Shortly after the vessel entered, a representative of the Hongkong Telegraph went aboard, hop ful that some tidings of that Baltic Fleet, which has been causing such a commotion in Hongkong lately, would be forthcoming.

The officer who met the journalist read the we didn't see them," "And why not?"

"To begin with we had no idea the fleet was in these waters. We never heard any thing about the Singapore visit in Samarang. It was only when we came in here this morning that we knew of the presence of the Baltic Fleet here. Then, again if the Fleet went to Saigon. we were out of their track.

surer :-- Mr. A. W. Grant, Hon. Secretaries :-how the Foo Shing came up, and traced the probable movements of the Balue Fleet, if Messrs, R. J. Lirbeck and G. P. De Martin. Saigon was the destination. On a rough estimate the Foo Shing and the "altic squadron" should have been hundreds of miles apart.

"Don't you think if we knew they were about that we'd have had a squint-at them? Rather."

So is will be necessary to wait a little longer before the position of the Baltic Fleet is known. It, should be added, wh pastant, that the Foo-Shing saw nothing fof the Japanese cruisers

NEW JAPANESE BATTLESHIP.

TESTING HER" JACKET."

Possibly the details published in Engineering as to the strength of the armaments for the new Japanese battleship Kashtma, now being constructed by Sir W. G. Armstrong, Whitworth & Co., Ltd., in England will be best appreciated by those familiar with eagineering and technical terms; but the facts as given in the journal mentioned are striking as showing the strength of the modern war-ship. They are as follows :-

The plates were of the usual width and length, 8 ft. by 8 ft. (2.43 metres), and the weight was 60 lb. per square foot, or practically equal to a thickness of g in. (128 millimetres). For the purposes of trial the plate was backed with 2 ft. (61. centimetres) of oak, to the rear of & hich, again, was a steel plate, representing the ordinary skin of the ship. The attack was by a 9.2 in gun, aslog firm projectiles, weighing 380 lb, (174.4 kilogrammes), which were supplied for the purpose by the British Govern-

in the first round the str king velocity was 1.814 ft. per second, equal to striking energy of 5.868 foot-tons. This shot penetrated to the extent of one-third of the thickness of the plate, to 3.1 in. (78 millimetres), and there was extensive flaking of the surface above the point of impact. The back was bulged to the north ard, so that in the opinion of only to the extent of 1.9 m. The projectile, was broken into at lea 1 155 pieces, the largest weighing 35 lb. (16 kilogrammes.) The fragments recovered represented 208 lb. (94.5 kilogrammes) out of a total of 80 lb. The second round was of slightly less power, the. striking velocity being 1,793 ft. per second, equal to a striking energy of 8,475 foottons. This shot had much less effect on the plate, the maximum penetration being only 1.25 in. (32 millimetres), but the bulge at the back was 1.5 in. (38 millimetres), in this case the largest fragment of the shot remaining was only 28 lb. in weight (13 kilogrammes), and the aggregate weight of the fingments recovered was 173 lb. (79

kilogrammes). At the conclusion of the first two rounds the representative of the Japanese Government formally accepted the plate, but it was decided to fire two further rounds in order to demonstrate its full resistance. The third round was hired with a striking velocity of 1,889 footseconds, equal to a striking energy of 9,400 foot-tons. This was a more severe attack than the first shot, and there was less flaking, but the penetration was exactly the same. The bulke at the back of the plate, however, was the same, being 1.9 in. (48 mill.metres). The shot suffered severely, the largest fragment being 12 lb. (5.5 kilogrammes) waile the aggregate weight of the pieces recovered was 172 lb. (78.5 kilogrammes) the case of the fourth shot a still higher velocity was developed, the striking velocity being 1.985 foot-seconds, giving a striking energy of 10,375 foot-tons. The point of the projectile became jused into the plate, and it was thus reached direct. I impossible to measure the penciration, but the bulge at the back was greater than in any of the other instances, being 25 in. (63 millimetres). The largest piece of the shot recovered was greater than in the other instances - namely. 39.5 lb. (18 kilogrammes). The pieces of the broken-up shot recovered weighed 183 lb. (83.5 kilogrammes). Slight irregular cracks developed after the firing of the fourth shot, from the centre of the damage caused by the first round, but an examination of the back of the plate shows that these cracks were more or less surface effects. At the rear, however, a separate crack was formed, but whethe as the result of the more severe attack of the fourth tound it is difficult to say; this seems probable, as the bulge at the back due to the fourth round was 2 5 in (63 millimetres), which would involve very considerable strain on the rear of the plate, especially as the points of attack of the first and fourth rounds were close | grade. together. The result was certainly very satisfactory, as no through cracks were developed the velocity of the last shot was exceptionally high, and in excess of the requirements of the British Admiralty. The trials were attended

HONGKONG SCHOOLS SPORTS.

on behalf of the Japanese Government by

Captain K. Iwamoto.

make a start with the various heats this after- Government here." vourable than that which prevailed at the time, kong for a month and can be seen at Messrs. The following appears in Manila papers un- larranged for the former meeting was not Barretto and Co.'s office in Queen's Road speciators or of the competitors. There is a Mr. Jones shouted after him-" Don't you forget

apore late Saturday night. Togo's fleet is re- the finals and other events are to be ported in the vicinity but the reports of the brought off the sky will have cleared and number of vessels he has are conflicting. a bright afternoon favour the fuctions. The Rumors of a battle have been received but officials of the meeting are as follows:they are not yet confirmed. It is 'generally Patrons :- His Excellency the Governor, Vicebelieved that Rojdestvenski intends heading Admiral Str Gerard II. Noel, K.c.B., His Exnorth of the Philippines unless intercepted cellency Major-General Sir Villiers Hatton, in the South China sen. The Vladivostok CB., Rear-Admiral Hon. A. Curzon-Howe, squadron under 'dmiral Jessen, consisting of c.vo, The Right Rev. Bishop Hoare, Rev. the cruisers Russiya and Gromovoi and about | Father Maria, Pro-Vicar Apostolic, Sir H twenty torpedo boats, has sailed to join the Spencer Berkeley, K.C., The Hon. Mr. F. H Baltic squadron. It is stated in Paris that May, C.M.G., The Hon, Mr E. H. Sharp, K.C., should the Baltic fleet be hopelessly defeated The Hon. Sir C P. Chater, Kt. Cito, Dr. G. H. Bateson-Wright, Conselhiero A. G Romano, Consul-General for Portugal and Mr. M. Noma, Consul for Japan. Clocks of the Course :- Messrs, R. E. O. Bird, A. O. Brawn and H. L. Garrett, Starters: - Messrs. T. K. Dealy, B. James, and H. Sykes. Judges

-Mr. B. Tanner, Rev. Bro. Stephen and Mr. W. H. Williams, Handicappers; -- Mesus. II. Sykes and B. Tanner. Official Time-keepers -Mr. W. E. Curwen, and Rev. Bro. Cyprian Stewards:-Mr. T. Sercombe Smith Mr. H. N Mody, The Hon, Dr. Ho Kai, C.M:G., Rev. E. J. Barnett, Mr. W. D. Braidwood, Rev. Bro. Silvester, Mr. G. Piercy, The Hon. Mr. Wei-Yuk, Mr. F. J. Badeley and Mr. Ho Tung. General Committee :- Messrs. T. K. Dealy, R.E.O. Bird question in his eyes. "It's no use," he said, A.O. Brawn, A.W. Grant, A. H. Crook, R. J. Birbeck, W. H. Williams, H. Sykes, B. Tanner, B. James, Rev. Bro. Stephen, Messrs, G. P. De Martin, H. L. Garrett, and W. E. Curwen. Working Committee :- Mr. T. K. Dealy, Rev. Bro, Stephen, Messrs, B. Tanner, H. James, R. E. O. B'rd, A. O. Brawn, A. W. Grant, H. L. Garrett, P. L Brown, A. Stewart, Ho Shai Fu, J. Ezra, F. Vidal, Yanguas, T. Loft; Glaisermann, Crolius, C. V. Curreem, M.

QUEENSLAND AND HONGKUNG

'COMMISSIONER COMES TO CAPTURE ORIENT TRADE.

Oueensland is still pushing ahead, and if she doesn't capture the trade of the Orient the fault will not lie with, her energetic representative, Mr. Frederic Jones, Commissioner for Trade. It is about a year since Mr. Jones was in Hongkong, but the effect of his previous visit is to be found in the greatly-increased import tiade from Australia. He arrived to-day from Manila, and at once installed himself in the office of Messis. Barretto & Co. who are now handling the greater portion of the Australian import trade into South China.

Interviewed by arepresentative of the Hongkong Telegroph, Mr. Jones proved to be as genial and obliging as ever, and quite as busi-

A DEAL IN MANIGA.

"" lust come from Manila? Yes, I left Brisbane on 20th February and arrived at Manila in time to deal with the question of the tenders for beef and mutton for the United States Army. When the tenders were first onened it was thought that the award would go to New South Wales. Cables to that effect were sent, and it was announced in the news. papers that New South Anles had got the

"Representations were made to the Chief of the Commissarial Department on the subject of the quality of the meat that had been supplied by Queensland during the last twelve months. It was pointed out that the meat had been always up to stendard a fact which was given on the authority of the officers of the Army We also said that we ware prepared to send a direct line of steamers from Brisb ne to Manila every six weeks, thus say. ing the cost of cold storage. We also advanced several other arguments. Eventu lly, after an anxious deliy of seven days, General Corbin confirmed the recommendation of the Chief Commissary, with the result that the award was given to Queensland for £95,000 or nearly a million dollars.

NEW STEAMSHIP LINE.

"That was not only good business, but it line of steamers between Manila and Queensland, Brisbane being the terminal point, my recommend tions to the Government with respect to a subsidy for this line. I have surgested that the service should be a monthly one, and that the boats should come on to Hongkong, making Hongkong the terminal point at this end.

CHEAP AUSTRALIAN MEAT FOR HONGKONG. "As a matter of fact this is really paving the way to give the people of Hongkong the same low priced and high quality fresh meat as Manila enjoys. I might mention that since my visit to Manila twelve months ago have succeeded in reducing the retail price of the best beef-prime cuts-to 25 cents, o

"In addition, Queensland has secured a very firm hold in the Philippines for timber, flour, coal fruit and vegetables. My first shipments of fresh fruit, trial consignments, will reach the Philippines in about a month from to-day. refused to allow the fruit to be placed in the hands of any particular firm. Instead, I have larranged that the shipments shall be sold by auction, in small lots so that there may be a large demand and the consumers may be

TRADE RAPIDLY INCREASING. "The increased volume of trade to Hongkong of Queensland products since I was list in the Colony has been most gratifying. In leather alone the business has assumed big proportions, and the constant repeat orders is evidence that the Queensland material is suitable for this market. I have with me, and shall have ready for inspection during the early part of next week, samples of compressed fodder, lucerne hay-now compressed by a new method which compresses the hay into just half the bulk it previously hadoats, barley, bran, and other feed stuffs hams and bacons, which are now finding their way into the London market with good results : canned meats, fruits, and flour, the quality of which is reported by the Australian Consul-General to Washington, to be of a very high

"While talking about flour, I might say that owing to the energetic action of the Hon. D. Denham, Minister of Agriculture in Queensland, we are really doubling the area of country under wheat every year."

A TIP TO THE GOVERNMENT.

Queried with regard to the imports into Hongkong from Australia, Mr. Jones gave vent prox. to a growl. "There are no statistics to be got here. True there is no Customs because it is a free port; but in Singapore, where the same The committee responsible for the arrange- conditions prevail, the statistics are of very Commander W. H. C. S. Thring will take up ments in connection with the annual athletic great commercial value, because they are full their appointments on board the Vengeance, sports of the Hongkong Schools have been and accurate. I've spoken about this fault the same date as the crows turn over. Both unfortunate in their selection of dates for the in Hongkong before, but it doesn't seem to of these officers are gunnery experts, Captain meeting. Postponed from several weeks back produce much good. It is a great pity-this Adair having recently vacated the command on account of rainy weather it was decided to matter does not receive the attention of the of H.M. Royal Naval Gunnery School at

BRITISH OFFICER MISSING.

On the arrival of the West i iver steamer

Tai On, in harbour yesterday, it was reported that the Chief Officer, Mr. J. Angus, was missing. It appears that he was last seen on board at 8 p.m. on Thursday, and that he then gave orders that he was to be called later if necessary ashe was going to lie down in his cabin, ' It was not necessary to call him during the night, and when the boy went to the cabin early yesterday. morning it was found that he was not there nor had his bunk any appearance of having been slept in. A thorough search of the vessel was made on the occurrence being reported to the captain, but trace of the missing man could be found. Just previous to retiring on Thursday night Mr. Angus stated to the Chief Engineer, that he did not see the use of living; an old man with a paralysed arm, what was the good of life to him! From these facts is deduced the supposition that the man, in a fit of temporary insanity jumped overboard. He left no letters to explain his disappearance. Mr. Angus, who was in the prime of life, was making his first voyage in the s.s. Tai On. Previously to that he was unemployed for eight months, and that, together with the fact of his having a paralyted arm, no doubt had been preying upon the poor man's mind.

MASONIC.

ROYAL ARCH CHAPTER.

Last night, at the Masonic Hall, Zetland Street, the District Grand Royal Arch Chapter 515 for the ensuing, year as follows :-Bro. Harker, M. E. Z.; Bro. Sykes, H.; Pro. Graham, J., Bro. Purcell, Scribe E.; Bro. Crapnell, Scribe A.; Bro. "kelton, P. S.; Bro. Townsend, First A. S.; Bro. Willock, Second A. S.; Bro. Winter, Treasurer; Bro. Thwaites, D. C.; Bro. Wilson, Steward, and J. Vanstone, Janitor. An informal "Smoker" wound up the evening's proceedings.

NAVAL NOTES.

The British cruiser Hogue has returned from Weihaiwei.

The Centurion went out for practice in Mirs Bay yesterday.

THE CRUISER "SULLY."

It will be news of some satisfaction to the shareholders in the Hongkong and Whampon | those in charge of the operations are, very Dock Co. to learn that this company is also taking a prominent part in the salving of the French cruiser Sully. The company's technicaland operative staff have been hard at work, both at the design and structure of the pontoon for that vessel during Sunday and continuously since then. It is also to the credit of Mr. Gaston Liebert, the French Consul in the Colony, that the proposal to construct the pontoon is attributed. As already mentioned in our columns, the carrying out of this particular portion of the work has been entrusted to the hand, visitors to the Hongkong and Whampon Dock Co., and will, we understand, be supervised by the Chief Engineer of the Saigon Dockyard in conjunction with Mr. W. C. Jack, both of whom were expected here, to-day,

The Portuguese fruiser Adamastor has crossed over to Magao

H.M.S. Rambler came into port this morning from Aberdeen where she has I den engaged in survey work.

The United States flagship Wisconsin and the torpedo boats Reinbridge, Dale, and Decator left vesterday for Manila.

An Association football match has been arranged between teams representing the Navy and Army. The match, which takes place at Happy Valley to-day, will be the closing one of the season. The following is the team selecte: to represent the Navy :- goal, Mcalso paved the way for the starting of a direct | Dermott Occan; backs, Lieut, Le Page, Glory, Carril, Albion; half-backe, Gibson, Albion, McHolt, Ocean, Parkyn, Albion; forwards Hunten, Albian; Watkins, Tamar; Bell, Glory. Woolley, Tamar, Vaughan, Ocean,

RUGBY FOOTBALL.

A lively "rugger" game was played at Happy Valley vesterday afternoon between teams representing the Ocean and the Androweda. The former had a very good side on the field, but the Andromeda failing to get their "champions" was only able to put on a scratch team, which nevertheless worked very gamely to the end. The players were: Ocean-back, Iordan; threequarters--May, H. dge, P. ole and Bell: halves -Ellis and Carsley; forwards-Jewett, Head, Waldron, Barnes, Hailes, Dicks, Preece, and Malcolnson.

Andromedi-back, Irving ; three-quarters-Worrell, Perry, Henning and Smith; halves, Cross and Pre; forwards, Moore, Millar, Helm, | affont, and ready to enter the dock. When Munden, Davis, Full, Etchill, and Edwardes. From the start, the Ocean boys having wonthe toss, a fast game ensued. The leather was generally around the Andromeda's goal, but for a spell the Ocean failed to serve The scrimmaging was particularly pretty, but of Marine in France, and these were approved from the style of the players the result was a by him, by telegraph through Admiral Bayle foregone conclusion. At half-time the game stood-Ocean, 9 points; Andromeda 3. The on Sunday, second half was all in favour of the Ocean, although several pretty runs by the Andromeda men seemed promising. The absence of rough play was a noticeable feature of the game, which ended in fave ur of the Ocean, Score-Ocean 28 points ; Andromeda, 6. .

> [From a Correspondent.] Colombo, 30th March.

H M.S. Barfleur arrived here at to 15 a.m.

to-day, and although she is somewhat later

than was at first expected, 'no one 'seems' to know the reason unless it can be put down to bad steaming. At any rate the ship's company of H.M.S. Vengeance were extremely glad to see her and showed their appreciation by crowding along the forecastle to have a good "look-see." The band greeted the arrival with "Now we shan't be long," and "Where have you been all the day ?" followed by "You've got a long way to go." It has been arranged that the crews change over ships on 3rd April, and most probably the Vengeance will sail for Hongkong to commence her new commission on the China station, while the Burfleur will sail for England to pay off on or about the 7th

Captain Charles Henry Adair, A.D.C., who has been in command of H.M.S. Barfleur, and Sheerness to take up this appointment. In noon, when the weatheralthough much more fa- Mr. Jones stated that he would be in Hong- seniority he stands second on the list of Post Captains and will be the senior Captain on the China Station. His promotion to Flag Rank will take place about September next.

ance on recommissioning are [-]. Woodbridge; ] & ?! 7/1/108.

R. E. Thoits, C. B'ssett, H. Kundardt, W. Latt, 'V. W. Hunt, and A. Sherrin, Engineer. Commander Parrott, Eng. Lieuts. Garrard, and B. Hervey, Naval Chaplain the Rev. T. Kane, Surgeons J. E. Coad and G. Miller, and several junior officars. Captain Leslie C. Stuart, CMG, M.V.O., with Commander Guy R. Gaunt, takes over the command of the Barfleur on the same date. These popular officers will sail for England with their own ship's company.

THE SUNKEN RUSSIAN WARSHIPS.

On the authority of a certain person who recently returned here from Port Arthur, a vernacular paper states that, with the exception of Sevastapol, all the Russian war-vossels now lying sunk at Port Arthur can be raised, The battleships Poltava, Pobleda, Retvisan and Percevies, the cruisers and gun-boats are laying in comparatively shallow water. The extent of the damage sustained by those vessels is not yet known, says the Japan Times, but it is believed that more than half of those ships will after repairs be fit for service. The damage inflicted on most of the gun-boats is not heavy. Recently a Russian transport which had been sunk at Port Arthur was raised, the work having been accomplished in less than a fortnight. Her displacement is some 1,100 tons and she is but little .damaged, the Russians having sunk her by removing her sea-cock.

H.M.S. Glory has gone into dock at Kowlcon.

It will be remembered that, some time ago, an accident (reported in these columns) occurred on board of H.M.S. Vengeance at . Wei-The officer produced a map, or chart, to show | Souza, and Cheung Kwok Wing. Hon. Trea- of Hongkong and South Chira installed the haive. One of the victims, who is being the Principals Elect of Victoria Chapter, No. invalided from the Service with a smashed ankle and who also is taking passage home inhis own ship, is to be helped by an assault-atarms and variety entertainment given on his behalf at the Bijou Theatre here, on Saturday, and we hope it will be a success. The programme will be a good one and among those assisting are T. Armstrong, J. Hailigan, W. Fox, and M. Lacey, all of Vengeance, together with some local talent. Professor Miller, hypnotist, will give a performance and lecture. Several of the local "influentional's" have promised their support so there should be a record attendance.

THE CRUISER "SULLY!

Through the courtesy of the French Consul we learn that the salvage operations on the Sully are going along very satisfactorily, and, given a continuance of fine weather, sanguine of her ultimately being floated off her present perch and towed safely to dock. Notwithstanding the length of time she has been on the rock she shows no sign of weakness anywhere, but is firm and steady, and all, now depends practically upon the weather.

As evidencing the fact that Messrs. E. C. Wilks and Co. do things thoroughly, and lose no time when they take a big undertaking in Dock Company's premises at Kowloop, may see a new piece of work in hand there. This is the cofferdam, which is being built for use in the salvage operations of Stilly. The bed-timbers have been laid, and the structure is already taking shape, so that it is easy to judge of the magnitude of the work. We learn that Mr. W. C. Jack, accompanied by a French Admiralty engineer, is returning to Hongkong for the purpose of superintending this work themselves.

STILL IN "STATU QUO,"

At three o'clock this afternoon Mr. W. C. lack, of Messrs. Wilks and Company, arrived in the harbour on board the s.s. Hongkong. from Haiphong, having left the Sully, in a torpedo boats for that port on Sunday last, As we announced in our issue of Tuesday last. Mr. Jack has returned in company with Mons. Edmond, Chief Constructor of the French Naval arsenal and dock at Saigon, to supervise the construction of the pontoon now being built in the Hongkong and Whampoa Dock Company's works at Kowlorn. This pontoon will be an immense affair, having a displacement of 4,500 tons, but note: withstanding the magnitude of the work so well is it being pushed along by the Dock Company that it is expected to be ready for towing to its sphere of usefulness by the 1st prox, when Mr. Jack and Mons. Edmond hope to return to the scene of their salvage operations.

As regards the Sully's position, Mr. lack made a minute examination, after which, says the Courier d'Halphone, he was able to express it as his opinion that smooth weather, and during the time necessary to prepare the needed apparatus in Hongkong, another six weeks from the 10th inst., ought to see the operations successful and the Sully safely Mr. Jack left the vessel she was pumped dry aft, and they were able to get steam up. Having viewed the position and expressed his opinion Mr. Jack's proposed plans were telegraphed to the Minister on Saturday last, and the contract was signed

Under the signature "Un ami de la Justice de la Verité," a curious letter is published in L'Indo-Chine Républicaine on the subject of the stranding of the Sully. The writer complains that the commander has been exonerated for running, the warship on a rock and the entire blame placed on the Ministry, Ho maintains the commander had no previous knowledge of commanding a vessel at sea, and questions whether the inquiries on this subject have been sufficiently complete. He goes on to say?" "It is stated that the English have all that is necessary for refloating the Sully, but the opinion of experts is that our material is greatly superior to theirs. But the powers that

be have spoken; what matters the rest?". FISHERMEN AS HYDROGRAPHERS.

As the result of the stranding of the Sully on an uncharted rock, the French naval authorities in Indo-China have decided to enlist the services of the native fishermen with the object of obtaining particulars of rocks which are not noted on the charts. For such information the fishermen will receive rewards varying between five and twenty plastres. The particular locality which it is desired at present to have properly charted is the Bay of Along, where the Sully lies, and it is believed that the knowledge of the fishermen regarding rocks and sand banks, and their efforts to obtain the reward by new discoveries of hidden dangers. will prove of great assistance to the hydrographers of Indo-China.

THE clause in the new mining regulations prohibiting foreign participation in mining interests in China, is still being discussed in Peking, and the Chinese Government have not yet complied with the demand of the Foreign Ministers for it, to be struck out as it violates The Lieutenants appointed to H.M.S. Venge. the protocol and the commercial treation, -P.

ATHLETIC SPORTS AT HAPPY VALLEY.

Very favourable weather prevailing, the attendance at the Hongkong Football Ground this afte noon on the occasion of the athletic sports held in connection with the Victoria Recreation Club, was quite up to the average, and some interesting contests were witnessed. During the afternoon by kind permission of Captain Fegen, and Officers, the string band of H.M.S. Centurion, played selections.

Brief results were as follows:-LONG JUMP. (Three tres). First prize presented by Hon, Mr R. Shewan; second prize presented. R. F. C. Master

H. Hancock J. P. Jordan ..... 3 Distance: 10 feet 2 inches. PL CR KICK, RUGBY FOOTBALL. (Three tries). Prize presented. J. A. F. Bourchier, R.N., ..........

120 YARDS FLAT PACE. (Handicap). First prize presented by Mr. J. R. M. Smith; second prize presented. Time, 12 3/5 seconds.

HIGH JUMP. (Three tries). First prize presented by Messrs, David Sasson & Co., Ld.,; second prize presented. C. Murphy, R N. . Witchell ...... 2 Height: 3 feet 11 inches.

TEAM RACE, 200 YARDS. Open to professions or units (team of 4). Prizes presented. Albion ..... Time, 1 min. 41 3/5 sec.

E. C. Ward, R.N. H. G. C. Bailos ...... 2 Time, 2 min. 7 sec. BOYS' RACE, 440 YARDS (handicap). Open to all boys over 12 and under 16 who are sons or brothers of members of Clubs mentioned in programme. First prize presented by Mr.

second prizes presented by the Taikoo Club.

M. A. A. da Souza; second prize presented. A. Remedios ..... A. Ellis...... 2 Time, 1 min. 64 sec. BICYCLE RACE. One Mile (handicap). First

price presented. T. H. Greenwood R. N. (50 yards) J. A. S. Alves (40 yards) ...... 2 Times, 2 min. 47 1-5 sec.

100 YARDS FLAT RACE. (Challenge Cup). Presented by Dr. F. H. Kew. To be won three years before becoming the property of a competitor. First prize presented by the China Sugar Refinery Club; second prize presented.

. Witchell H. mancock . ..... R. F. C. Master ...... 3 Times 11 sec.

(Open to non-commissioned officers and men of army and police). Each Regiment or Corps may enter one team only, 8 men a side. To be pulled over 15 Best of three pulls. No spikes or nails allowed. No sitting down. No holes to be dug in the ground before pulling. Prize presented. in the final, the 88th Co. R.G.A. beat H.M.S.

Centurion in the final. 120 YARDS HURDLE RACE. (10 flights). Previous winners at Hongkong or elsewhere to be penalized 22 yards. First prize presented by Mr. Geo. Murray Bain; second

prize presented. H. Hancock (penalised 24 yards)... C. Murphy, R. N. (scratch) ...... 2 B. L. Rogers, R. N. (scratch)..... 3 Times 19-1/5 secs.

HALP-MILE FLAT RACE. Open to soldiers. sailors and police. First, second and third prizes presented. (post entries). Bomb, Heard (83rd Co. R.G.A.) ... Gunner Wood (R.G.A.).....

Times 2 min. 20 secs. 220 YARDS FLAT PACE (handicap). First prize presented by H. E. Sir Matthew Nathan, K.C.M.G.; second prize presented by Mr. W. and roads.

Armstrong. R. W. Pearson (7 yards) ...... H,S.M. Harrison, R.N., (8 yards) 2 Time 24 sec.

ONE MILE FLAT RACE (handicap). First prize presented by H. E. Major General Sir Villiers Hatton, C.B.; second prize presented. E. C. Ward, R.N., (scratch) ....... J. A. F. Bouchier, R.N., (80 yards) 2 E. Humphries (45 yards) ....

Time, 4 min, 44 sec. BICYCLE RACE. Three Miles (Handicap) First prize presented by Hon, Sir C. P. Chater, C.M.O.; Second prize presented by Messrs, G. Falconer & Co. Result:-T. H. Greenword, R.N., (200 yards) ', A, S, Alves (250 yards) .. ....... 2

Forbes (scratch) ..... Time, 8 min, 49 1/5 sec. 4do YARDS FLAT RACE.—(Challenge Cup).-Presented by Mr. H. N. Mody; to be won two years in succession before becoming the property of a competitor. First and second prizes presented. Result :--

J. Watson, .... J. Witchell ...... 2 Time, 56-1/5 sec. GIRLS' RACE, 100 YARDS .- (Handicap), Post entries. Open to girls between the ages of s and 12. First and second prizes presented

by Mr. G. P. Lammert. Result :essie Rodger ..... Peggy Gordon..... 2 OBSTACLE RACE.—First prize presented by Mr. E. W. Mitchell; second prize presented

Result :-. J. Hallett, R.N. BOYS' RACE. 100 YARDS-(Handicap). Post entries. For boys under to years of age. First and second prizes presented:-Almada e Castro...... E. Lammert..... 2

CONSOLATION RACE. (120 yards). Open to all competitors except those in open events, Prizes presented by Mr. W. A. Crake. Result !-

A. S. Kempthorne Time, 13 sec.

KINGS PARK, KOWLOON.

corner of this area was entered upon at the tributed to the Chinese farmer. The Public Works Department.

FORESTRY IN HONGKONG.

A YEAR'S WORK.

In his report on the Botanical and Afforestation Department for 1974, the Superintendent, Mr. S. T. Dunn, says that felling and replanting on the basis of a 25-year rotation were commenced this year. The question of what is the best rotation for Pinus massoniana in Hongkong is, however, still open to doubt; experts differ on the point and H. E. the Governor has decided that no more felling shall take place until the results of this year's operations have been calculated and the whole question put before an independent authority. The heavy work of replanting was well in hand before the end of this year. A commencement was also made in afforesting the bare, sandy hills behind Kowloon with 50,000 pine seedlings.

Writing with regard to forestry licences in the mainland, Mr. Dunn says that when the New Territory was taken over by the British in 1899 there were about as many large | partment have been employed, as often as pine growing in the district as there are small ones now. The Chinese, being alraid that their new masters would confiscate the trees, tion is entered on special printed forms one began to cut them down wholesale. From the for each village. About 500 of these are now accounts which have been collected there filed in the Office. must have been something like eight million disposed of in this way, a course which has been ere now, no doubt, bitterly repented; for as a matter of fact the only restriction enforced by the police was with regard to the cutting down of large wild trees and Fung Shui trees round the villages. The confidence of the tree furmers towards English rule having become gradually re-established and safety from encroachments by neighbouring owners being further secured by the presence of the Police, re-afforestation soon began. The scheme of defining and registering the plantations was therefore received in general with great readiness by the farmers who came forward when HALP-MILE FLAT RACE. (scratch). First and called on and paid their licence fees. The scheme was designed to

ENCOURAGE THE FARMERS TO RE-AFFOREST by giving them secure tenure of the trees, to secure re-sowing of felled areas and to provide a proper demarcation of the ground in case, of disputes. Accompanie I by the newly-appointed licensing clerk he visited about 80% of the plantations between August and December, issuing about 300 licences and collecting \$5,700.00 in licence fees. The fees were at the rate of 10 cents per acre so that the total acreage licensed is about 57,000 acres. In several cases disputes arose prize presented by Mr. A. Chapman; second in consequence of the wrong persons have ing come forward and secured licences for plantations to which they had no right; the proper owners in spite of repeated notices and warnings failing to present themselves until they found the licensee cutting down their trees. The rules published in the Government Gazette by which the assistance of the Land Court is provided, will, it is hoped, obviate many of these difficulties in future. The rules have been framed with great care and apparently provide for all contingencies, but time alone can show how far the objects aimed | spect of that district will-be received by the at will be realized.

China New Year Shrub.—This shrub which is one of the most beautiful of all our rich shrub flora has yearly been becoming more and more scarce on the hills in consequence, he says, of the amount that has been cut by the Chinese the cutting had been judicious, little harm i part of it must have come from Canton forvery justified its adoption, remarks Mr. Wood. little cutting took place in Hongkopg and the New Territory.

Twelve forlorn Cassia trees possibly the last of the large numbers planted out on the hills in former years, were rescued from a valley near Aberdeen, where they had been almost killed by the repeated stripping off of their valuable bark by the Chinese, and transplanted into the Government Nursery at Scokunpo.

A large amount of time of the forestry staff has again been occupied in clearing trees on Crown land for the construction of water-works

THE LCCAL PINE.

During the forestry licence rounds a system of cultivating the local pine (Pinus massoniana) was met with at Lung Ko Tan, which is, so far as can be ascertained, unique. In this method the same advantages are aimed at as by the well known European system of pollarding, But the pollarding of coniferous trees seems to be unknown in Europe. The exact method employed with the pines here is as follows: At to years old when the tree is about 12 feet high the top half is cut off. After years more the lower branches are cut off. Shoots soon appear from the cut parts and these are cut every 5 years together with the upper remaining internode—this tree produces annual whorles of branches-until, after 20 to 26 years, the whole is used up. This method is not used in any other part of the New Territory. The Hakka families who practise it believe that they came from Wei Chou in North-East Kwangtung about 150 years ago.

STREET TREES.

In connection with the new tramway, 17 banyans were transplated near Causeway Bay and in Arsenal Street.

Forty-five Albizzia and 28 Celtis were planted in the West part of Des Voeux Road. fine weather in summer this road is one of the most mercilessly hot and glaring spots in the town. It will be greatly benefited by the freshness and shade of these trees.

AGRICULTURE.

Cattle food .- In cooperation with the Co-Ionial Veterinary Surgeon, some experiments were made with a view to ascensin whether any of the common evergreen trees of the district could provide sustenance for cattle during the winter season. Six kinds of leaves were tried-Ficus retusa, Quercus salicina, Quercus fisa, Bambusa sp., Hibiscus sp., Sterculia lanceoluta. The first four were probably too hard and dry, and the bamboo leaves proved injurious; the Starculta leaves were, however, readily eaten and might is conjuction with rice-straw prove a serviceable food.

Castle Peak Estate.—A large consignment of pineapple suckers, which were kindly sent by request from the Royal Botanic Gardens, Singapore, were divided between the Castle Peak Estate and the Government Nursery at

combining accommodation for games with a don,-The facilities offered by the Royal Horgames this scheme had to be abandoned and in London in December, were duly advertised every foot levelled to accommodate them, by the Government in Hongkong, and advan-When the funds provided in the estimates of tage was taken of them by one or more Chinese this Department were expended an extended merchants. Among the tinned fruits sent were peaches and pears,

Adoption of European methods by Chinese. -Advice was sought on several occasions by Hongkong merchants as to the supply of chemical fertilizers, etc., to farmers in the interior. European gardening tools are also said to be in request,

Sisal hemp continues to do well. It is on poor stony ground and might, if successful, provide a valuable new industry for the New Territory farmers and at the same time utilize ground that is now of little value.

Cotton.—Arrangements were made for commencing experiments on Cotton growing at the commencement of the rains. Great interest attaches to these trials and every effort will be made to render them a success. The first crops will not be gathered until next Autumn when the result will be calculated and fully re-

Agricultural census.-In order to forestall the demand for information upon the agricultural industries of the New Territory, which is sure to occur as measures are adopted to improve and augment them, officers of the .Deother duties allowed, in taking an agricultural census of the various districts. The informa-

> PEGGING OUT THE NEW TERRITORIES.

REPORT ON THE LAND COURT.

The operations of the New Territories Land Court, established to deal readily and inexpensively with the holdings claims, from its com- | nish special reports on last year's work, the | subject of a special report printed in the current number of the Gazette, Mr. J. R. Wood tells us that the claims collected previously to and water which had not been surveyed and the institution of the Court in 1899 and 1900 plotted on the cadastral maps (totalling 360), by Messrs, Messer and Kemp were insufficient | and then the claims to surveyed land in disfor any purpose other than a temporary Crown | tricts extending over the whole of the mainland Rent Roll and could not be used. A large part of the New Territory with the exception of of the New Territories had been surveyed New Kowloon, Tsun Wan, and Un Long. Mr. the Land Court had nothing on which to base existence of three discrepant surveys under operations. This affected the efficiency of the each of which judgments in respect of a survey officer that its adoption was necessary. Itao Island, where there are 72 survey

DECIDING A CLAIM.

The procedure adopted in fixing a claim and a notification from H. E. in the Gazette then fixes a date after which no claims in reclaimants to attend the Court where the proper forms are filled in for them by the clerical staff. A demarcation party is sent out and persons are invited to attend and give particulars of ownership pointing out their land, the outlines. with an appropriate lot number." The undisthe ruthless destruction of whole shrubs the are contested, and Mr. Comperts pointed out species was, at any rate in this Island, on its that the latter can be easily picked out, for way to extinction, an eventuality which would where the same lot number is found on more suit the Chinese as little as the other nature. I than one claim the ownership of the land to loving residents. An effort was therefore made | which that number relates is obviously contestat the proper time to protect our hills and, al- ed, while conversely where there is only one him. though there appears to have been a plentiful | claim to a lot, the ownership of that lot is not supply of the shrub in the market, the greater in dispute. This method has in working

EXTENT OF THE WORK.

From Mr. Newland's report on the survey work of the New Territory one can easily see the largeness of the task before the Land Court. The total number of demarcation districts is 477, the number of maps prepared on the 16" scale is 85, on the 32" scale 471, while the total number of maps surveyed is 536. On the 16" scale 24,214.64 acres have been surveyed, and 16,523.31 on the 32" scale, making a total of 40,737.95 acres surveyed, while 328,639 holdings have been demarcated. In addition to these figures, there are six maps of Old Kowloon (not demarcated) on the 32 scale, and one of Lan Tao coast lines on 32' scale, not demarcated owing tous cultivation. The total number of maps is therefore 563. To Mr. Newland's figures must still be added over 20,000 houses omitted from the 16" scale surveys which were numbered and so dealt with; and also the surveys of large claims in New Kowloon specially made and totalling an area of 2,936 acres.

EARLY PROGRESS.

The initial stuff of the Land Court was two small to grapple speedily with the mass of detailed investigation before it, and in November of 1901 a second' registrar was appointed, while the Chinese staff-was, from time to time, substantially increased. At Tai Po Mr. Wood has had as many as 50 clerks at one time and an outdoor staff of 140.

DEMARCATION.

The time spent on demarcation could not have been appreciably shortened. The regular obstacles are described in Mr. Gompertz's report for 1901, in which he says :-The main obstacles to the quick progress of demarcation are as follows :-

(a.) The Chinese staff of the Land Court has to work hand in hand with Indian surveyors; and neither party understands the language of the other. (b.) The holdings are in many cases very small, in some villages they average more than 100 to the acre. (c.) Holdings near the boundaries of the New Territory often belong to persons resident outside British jurisdiction and the owners occasionally neglect to come forward and furnish particulars of their rights, even after being specially summoned. (d.) On Chinese holidays and festivals, and during seed time and harvest, information has been less readily forthcoming than at other ance. times. (e.) In the case of poor pieces of hill cultivation, that have paid no taxes to the Chinese Government, the squatters are reluctant to lay claims that may be made the basis of taxation later on. (f.) The divergent interests of local clans and peasant cultivators have given rise to fears on both sides as to the intentions of Government. The demarcation work commenced in June, 1900, and finished in June, 1903.

ment arrived at by the three new members,

GENERAL PROGRESS. district by district—until the final year (1904) who thinks himself a painter and inveigles The Full Court dealt-continuously with the Chiara to pose for him as Cleopatra, is supvaluable property in New Kowloon. In posed to be a bit of a crank, and as played by intervals between Full Court sittings, Mr. Mr. M. S. Northcote, proved provocative of Comperts dealt with disputed claims in is much fun. Mr. L. J. C. Anderson was the lands near Hongkong; and on visits of inspec- "friend of the Major" who gave up-or was tion to the office at Tai Po, he gave such deci- thrown over by-Maysie in favour of Dick, sions as time would allow. How the residue, and although he was occasionally rather stilted of disputes and the mass of undisputed material | in his style, his performance was, on the whole, were dealt with, has been shewn in the separate above that of the average amateur. Mr. reports appended to this paper. Generally, as Hays was the squire and a proper squire he

CROWN RENT ROLLS. in 1903 the Land Court undertook the preparation of a Crown rent roll, the total amount entered being \$53,630 77. This early Crown rent roll was based on claims laid in the Land Court. At present the Land Court is preparing a permanent Crown rent roll based on draft Crown leases which amounts to over

port at the close of the same year.

All the records of the Land Court are now transferred to the Land Office and one phase of the settlement is finally closed. It has been the object throughout of the Court to avoid handing over to the Government as Crown land with ut a specific recommendation areas on which are settled bors! fide occupants whose claims Government would feel itself bound to inquire into at some later date. It is hoped that this object has been attained,

SPECIAL REPORTS. Land Court on March 2nd, 1904, undertaking first the hearing and decision of claims to land field by field on the 16" scale and it was de- Clementi first concluded the settlement of work in the early stages, and in February of Inumber of claims had already been given whenever the Land Court agreed with the the end of March, 1904, he left for Lan-New Kowloon, while the 64" scale was em- total area of the holdings being 14,499.37 termined claims relating to the surrounding with the land settlement on the mainland from New Kowloon westward to the Samchun on the mainland, containing in all 29,470 lots, acres. From Ts'un Wan he went to Yun! Long, where he dealt with another 36 survey at each New Year to sell for decorations. If of which are then put in on the cadastral map districts on the mainland, containing in al 57.582 lots, the total area of the holdings being would have been done, but in consequence of puted claims are separated from those which 14,119.39 acres. More recently he has been were delivered, on the 7th September, 1904, no appeal to the Supreme Court has been lodged against any judgments delivered by

> "ONE SUMMER'S DAY." PERFORMANCE BY THE A.D C.

it might rather be called a pretty series of incidents, with just that touch of the romantic ball were-Mrs. Hunt, pierrotte; birs. Minion, which affords pleasure even to the most matter-of-fact old stager. The large audience which attended the theatre last night found everything to their liking, and showed their Goldenberg, Folly; Miss Sheffield, an Ameri. of exchange, satisfaction in the most unmistakable fachion To the large body of representatives from the | Edwards as Miss Moffatt in Pantomime; Mrs. Navy and Army who occupied the back benches, Gass, Flags of all nations; Mrs. Germain, "One Summer's Day" appealed, evidently, with special interest, for they laughed at and applauded every "point" in the play, and possibly, but this is only a surmise, wept at the Queen of Black Diamonds; Mrs. Mitchell,

emotional parts. A summary of the motif of "One Summer's | Smith, Eighteenth Century Lady; Mrs. Wilds, Day" has already appeared in these columns, Mrs. Blogg, and Mrs. Simons, Irish girls; but a brief glance at the story may not be in Mrs. Bill; French Peasant; Q. M. S. Hunt appropliate. The first act shows a gang of Chinese Sailor, P. Kohn, Alfi, Cavelleira Rustigipsies bent on blackmailing Major Dick Rud- cana; Inspector Lawrence, Nabob; Mr. Tuckers, yard, who has adopted the orphan son of his Rajah; Mr. Hylander, Chief; Mr. Ross, P.W.D., friend who died in India. Chiara the gipsy, is the Highlander; Sergt Hewelt, A.S.C. Jockey; mother of the boy, and thinks she sees a source | Corporal Mann R.E., Q.M.S. Minion, R.E., of plunder in the fact that the Major worships Torpedo Gunner Wilkes H.M.S. Albion all as the little chap he has adopted. The Major's | "beefeaters," Q.M.S. Saunders, Pierrot; Mr. where Chiara discloses her identity to the Burnley, Mr. Howell, Supreme Court, Chinese Major at a picnic party. In the second and Mandarin, Mr. Hill, Barrister, Company Serthird acts, the gipties are thwarted at every geant Major Hobson, a British Workman; Mr. point; young Tom, who has lost his head and Huxley, H.M.S. Centurion, Black and White; his heart under the charms of the fair Chiara | Staff Sergeant Moses, R.E. a soldier off duty is restored to sanity; and finally Major Dick | Sergeant Major Jacobs; Albauian; Ex. Seris rewarded with the hand of Maysie.

character of the play. Everything centres Major Whitehead Chief; Company Sergeant round his personality which dominates every. Major Logan representing the H.K.V.C.; Staff body. A lazy, lounging, debonair officer he | Sergeant Thompson, Clown; Staff Sergeant appears at first sight, but the good heart below | and Mrs. Olive, Chinese Mandarin and Lady. it all, is soon evident. The sole of Major Dick Rudyard was taten by Mr. C. H. Grace, who gave one of the most finished performances we have seen. There was no attempt to play to the gallery when the openings appeared, nor was there any undue dramatic tensity. Mr.

The first judicial sitting of the Court was may be attributed to a first-night's performance The flames consumed the staircase, and of Rice, and an abundance of coin cirat Sookunpo. This is a better variety than held on 20th February, 1901. By he advice Mrs. Webb looked the part to perfection; she spread into the studio which was practic- culating, introduced for railway construct Reporting upon this Park, Mr. Dunn says any that we had previously and when the love-lorn boy, chaffed her gipsy ally gutted, damage to the extent of \$1,000 tion. Finally, far away Yatung reports that that work upon the valley at the south-west stock has multiplied sufficiently it can be disthe Full Court-Mr. Pollock and Mr. Gom. haved with all the abandon of a child of the insurance. The firemen from No. 5 Sta- by the operations of the British Expeditionary beginning of the year (1904) with the object of Exhibition of Colonial-grown fruits in Lon- pertz—sitting in the Eastern portion of New forest. The gipsy Bess, fertile with evil advice tion regained to the spot and soon subdued force, that a two years supply of both Imports Kowloon all the summer of that year. The under the cloak of friendship, was well person, the flames, the services of the men from the and Experts is waiting to be moved, but that Certain amount of landscape effect; owing how- ticultural Society to Colonial fruit-growers and plan pursued was a Central Station not being required, It is the necessary trac port will not be available; ever to the great demand for flat ground for fluit-tinners for exhibition at their exhibition conflicting claims. The superficial result for pleasant, good-tempered and characteristically not known how the fire was caused, but as the from Yunnan and Szechuan come reports of the first three years 1901-3 was thus small in English girl, as played by Miss Blair, Miss door of the ground floor was open it is surmis- increased trade with Tibet. On the whole, the extent compared to the immense mass of Wakefield made a delightful Mrs. Bendyshe, ed that either a coolie or a beachcomber strollundisputed material awaiting consideration. One of the richest parts was that of The ed in for a quiet smoke and rest, and careless-But, when Mr. Gompertz resigned, the absence | Urchin, an irrepressible London grab, to whom | ly dropped a lighted match among the straw | tions, the inevitably depressing effects of the scheme of draining and levelling was begun by litchis, wampees, longans, carambolas, plums, of difficult disputes facilitated the quick settle. nothing in heaven or earth or the water under and debris, and then seeing what he had done, the earth was sacred. He poked fun at the bolted without stopping to give the alarm,

gipsies, badgered old Bendyshe, and tormented It will have been seen, says Mr. Wood, that the life out of everybody on the scene. Mr. P. it is impossible to give any graphic idea of the Tester's pourtrayal of the gamin was an exludicial results achieved by the Land Court- | tremely fine piece of acting. Theodore Bendyshe, to the speed of the work of the Land Court it looked, keeping his nephew Tom (Mr. F. D. is gratifying to note that while the Indian Davies) in leash with a firm hand. Tom, on the survey staff returned to India in May, 1904, other hand, was an interesting study as prethe Land Court was able to submit its final re- sented by Mr. Davies, while Major Chapman's Seth, the gipsy, albeit it was a small part, was

as good as anything seen on the stage. The Hongkong A.D.C., have scored another success. In less capable hands "One Summer's Day" would seem insipld and trashy, but there is life and action and probability in it as presented by the A.D.C. and all connected with the performance may be congratulated on the result of their efforts.

The performance will be repeated to-night, and on Monday night.

> PANCY DRESS BALL. ROYAL ENGINEERS EN FRTE.

It was an exceedingly happy idea which in-Mr. Mcl. Messer and Mr. C. Clementi fur- took place in the Engineers' Theatre at Well- the element of gambling into the business of mencement to the present time, form the former, who was appointed a member of the very large attendance at the ball, and from the merchant to estimate the amount in one variety of costumes represented, and the charcrowded to overflowing, and, indeed, dancing, large margins, and by so much acts as during the earlier part of the evening was carried on in what might be termed a congested area, but everybody was in the highest spirits, cided to show on these maps the boundaries of claims in survey district IV, New Kowloon, a good-humour was bubbling over, so that what difference of 12 per cent, in two months; June holdings. With the exception of these maps matter of no small difficulty owing to the might have been considered by some an incon- it fell 3 per cent, and rese again to 25. 112d, venience became a source of fun and amusement. The friends of the non-commissioned officers turned up in full force, amongst those 1905 a 32" scale was authorised to be employed by my predecessors in the Land Court. At present being Captain and Mrs. Watkins, and ruary it had mounted to 31, 1d., a rise of 16 per Lieut. Clark, R.E. The arrangements were The 32" scale was also used for a re-survey of districts, containing in all 37,132 lots, the pre-ident; Q. M. S. Hunt, R.E., secretary; and in three months was again up 9 per cent.; and a committee including Company Sergeant ployed for a special survey of New Kowloon acres, and besides dealing with this he also de Major Hobson R.E., and Sergeant Woodruff, two months of 1904 of 8 per cent. In two islands. From there he went to Aplichau, and full swing, the scene was not only exceedingly between extreme points ranging from 3 to 16 proceeded to determine all claims to the is animated, but it was decidedly picturesque. per cent, for each in the currencies in which lands of Lamma and Po Toi, which comprise The sight of an alleged Yank dressed up in Imports and Exports are handled wholesale. was described by Mr. Gompertz in 1901, eleven survey districts, containing in all 5,833 hayseed style properting with one of the When we come to the collection of Exports when he wrote that, "The initial step is to lots, the total area of the holdings being 188.60 Romany tribe, or a Canadian scout "making and the distribution of Imports, we have still select and mark out the boundaries of a district acres. In June he continued his journey in his up" to a Dutch frau would have charmed the another series of exchanges between the whole; house boat to Ts'un Wan, where he went on heart of a Hogarth. There was an alleged sale currency, silver, and the currency of British workman on the scene, and he carefully the people, copper. From the diagram is Court. Notices are published directing River, and besides dealing with numerous is any price. Some of the Court dresses were clated in terms of silver in the course of lands decided claims in 67 survey districts exceptionally good. Among the ladies, those 35 years, silver having in that time lost the total area of the holdings being 2,7 1.80 Scotch lassie, the Pierrotes and various al- In the course of every year there is also much occupied in preparing rent rolls, etc., and it is the Indian Troops across the way. As for parcel of Foreign products in its course from of interest to note that since his last judgments | Chinese representations, that character seemed | the place of production to the ultimate con-"One Summer's Day" is an idyll crowded | before the gathering broke up Refreshments | which even the wise foresight which settles with episodes, humorous and dramatic. It is were supplied at a buffet, and altogether exchange in advance may involve the operator not what one would describe as a strong play; the proceedings proved exceedingly enjoyable. I in a heavy loss; and it is high time that all

berry. Night; Mrs. Thomas, Winter; Mrs Lean girl; Mrs. McLend, Scotch Lassie; Miss. Little Red Riding Hood: Mrs. Webb a nurse Mrs. Jacobs, Snake Charmer; Mrs. Frampton geant Major Smith, late R.G.A.; Clown Staff It will be seen that Major Dick is the chief | Sergeant Walstow, a Country Squire-Sergeant

FIRE IN A STUDIO.

Grace was as natural in the p rt as if he played to be quite an epidemic of fires just now, and a harvested; but from the vicinity of Amoy it every day in real life, and his delineation remarkable fact in connection with them is come reports of devastating floods. From this was undoubtedly the star effort of the perform. that, in the majority of cases, neither the pre- province is heard the first audible note of dis-As Maysie, Mrs. Grace was exceedingly suc- tents are insured. One of these mysterious | the dealers in Ten and Timber, shut out from cessful, and, amid a plethora of lovers, car.ied outbreaks occurred again last night in the their nonhern market. Kwangtung suffered off the honours and dismissed their appeals ground floor of No. 127 Wellington street, from deprivation of the Beancake needed to with the urbanity of a judge of the Supreme which is at present unoccupied and empty. manure its fields, and the plracy in the Canton Court. An extremely difficult part, that of The fire, which started among some siraw delta was rampant; the province as a whole Chlara, the renegade gipsy and unnatural mo- and rubbish left the previous day by the tenant | was prosperous and the harvest abundant, ther, was entrusted to Mrs. H. M. Webb. The who then left the house after occupying a floor | The railway from Canton to Samshui has been rapid change of feelings, from careless light. for ten days only, spread up the staircase lead- | opened to traffic, a length of 20 miles (32 kilohearted galety to morose fanatical anger, was ing to the first floor. This is occupied by Lam | metres). In Kwangsi the disorders have been portrayed by Mrs. Webb with real histrionic Ying Chee, as a photographic studio, the upper | reduced, if not entirely repressed, and here, ability. Occasionally, the situation seemed storeys being used as store-rooms and re- too, the harvest was good. Yunnan reports rather forced, but that was a blemish which sidential quarters by the fokis of the shop. the "harvesting of an exceptionally good crop

FOREIGN TRADE OF CHINA

THE CURRENCY QUESTION.

The following is from the report of Mr. H. B. Morse, statistical secretary of the Imperial Maritime Customs, on the Foreign Trade of China for the Year 1904 :-

The war appears to have been of minor

importance among the conditions affecting the trade of China during the year. A large area of production and consumption was cut off, and trade was hampered, to some extent by the action taken by the Chinese authorities in restraint of those who would have made of the Chinese ports bases of supply for one or other of the belligerents; otherwise, and at a distance from the seat of war, the direct effect was not clearly perceptible. Indirectly, of course, some effect was produced. The monetary stringency, existing since 1900 and well marked at the end of 1903, became more prenounced as the war went on, and must be held accountable for some, at least, of the stagnation prevalent during 1904; it is probable that it was a potent agency in restricting the export of Chinese produce, and thereby increasing the so. called "adverse balance of trade." Among Imports we find 'that' textiles, a third of the whole, alone show no expansion, a fact due directly to the inflated cost of the raw material. These various causes have had their influence in producing the depression which characterised certainly the first nine months of the year, but among all other causes the fluctuations in exchange must not be lost sight of, Trade can adjust itself to a low duced the members and non-commissioned exchange or to a high exchange, or even to a officers of the Royal Engineers stationed in shifting exchange if the movement can be Hongkong to give a fancy dress ball, which foreseen but a state of things which introduces ington Barracks on Friday night. There was a every day, which makes it impossible for a currency which will give him a profit in anacter of the roles assumed by the masquers, it other, and which may even make it doubtful was evident that no little interest had been If a profit actually realised in one currency can aroused in the event. The theatre, which is be safely landed in another, all this increases none too large on ordinary occasions, was the cost of trading by enforcing the wisdom of restraint on trade.

From the lowest point, 2s. 42d. in March 1903, exchange rose to as. 81d. in May, a in September, a jump of 13) per cent. in three I months; in December it touched 28, 8d., a. I fall of to per cent: in three months; in Febcent. in two months; was down again to 25, 8d. under the charge of Q. M. S. Saunders, R.E., in April, a fall of 14 per cent. in two months; after another decline, made a jump in the last Army Pay Corps. When the dancing was in years China saw a series of nine fluctuations sustained the character by refusing to work at | will be seen that copper also has apprewho represented the plays of all nations, the lover jo per cent. of its copper exchange value, legorical features such as Night, Winter, Folly | fluctuation in the exchange between silver and and so forth, were complimented on the results | copper, but by no means always synchronous. of their taste. There was a large array of or commensurate with the changing relations Indian dresses, the gallant Engineers being no lof gold and silver. We have here a double, doubt in a position to get the real thing from lover state of disturbed equilibrium. Every to be remarkably popular, for there was a host sumer, and every lot of Chinese produce from of mandarins, literati, Chinese bluejackets, the producer to the Foreign market, are subject and all the rest of it. The Chinese coolie, to a bewildering series of exchange conversions however, was remarkable by his absence. In | in which each person who handles the goods the course of the evening a flash-light photo- is forced to allow a margin to cover all possible graph was taken of the party and it is to be fluctuations, which, as we have seen, may hoped that the brilliance of the scene will be amount to 10 per cent. within a period insufadequately brought out on the negative. The ficient to carry the goods from their starting Engineers' band provided the music for the point to their ultimate destination. No trade dancers and it was considerably after midnight can stand such a strain under conditions in Among the characters represented at the interested in the prosperity of the trade of China-governments, banks, importing and ex-Stars and Stripes : Miss Gidley, Greek malden : | porting merchants, guilds, jobbers, and retailers Mrs. Thomson, flags of all nations; Mrs. Ox- | -used such influence as they possess to further any method of reform which will ensure stability

Notwithstanding the evidence of the stagna-

tion of trade, it is still true that Chica as a

whole was in a prosperous condition during the year. In the North the crops were abunwith Baby; Mrs. McElvey, Flags of all nation; | dent. The unprecedented rains which visited Manchuria, impeding the movements of the belligerents and causing them much hardship nurse; Mrs. Kynoch (Kowloon) Night; Mrs. brought to the cultivator a joy which was mitigated only by the difficulty he experienced in finding a cash market for his abundant crops. Chihli and Shantung were both favoured with good harvests, estimated at nine-tenths a possible best"; and nothing but the general stringency of the money market, more marked at Tientsin than elsewhere, interfered with a generally good year for trade. It is stated, however, that Shansi bankers, who four years ago abandoned their plundered vaults and withdrew their availfriend, Phil Marsden, gets his congé from Evans, Toreador, Mr. Donovan as Chirgwin or able assets, will resume operations at Tientsin Maysic and the first acts ends dramatically, the White eyed Kaffir, Mr. Howarth, Prince of during the coming spring, In Shantung the railway to Chi-nan, 412 kilometres from Tsingtau, was opened to traffic. From Sze-chuan alone are bad crops reported, and the ensuing destitution can only partially be relieved because of difficulty of transport. The wealthy Yangtze basin was free from the disturbances only in Kiangsi, some rioting and from Hangchow some pilfering of boats being reported; and the harvests of the whole of the vast area were excellent, as good as in '1903-tonnage. even, sufficient to move the Rice from Wuhy, was wanting. The stringency in the Hankow money market became more pronounced to: ward the end of year, From Hankow the railway to the north is open to traffic for 433 kilometres as far as . Hau-chou, and the road bed is ready to the Yellow River. For some unknown reason there appears in Fuhklen, too, a very good Rice crop was mises in which they break out, nor the con- | tress-not local-due to the war, coming from

conditions of trade were excellent and such as

to overcome, except in the actual field of opera-

war; and the maintenance and even increase

of the values of the Import and Export trade

are an indication of brilliant prospects for the coming year, assuming that no untoward conditions intervene to bring distress on the Empire.

The negotiation of the Commercial Treaties pursues its leisurely course. In 1902 was concluded the British Treaty, and those with Japan and the United States of America in 1903 : to these has now to be added that with Portugal, signed in 1904, but not yet ratified. Two new Treaty ports were opened during the year-Kongmoon, in Kwangtung, on the 7th March, and Changsha, Hunan, on the 1st July, The total revenue of each treaty port is given

as follows :--

Total Collection Hk Tls. Newchwang.... ...... 604,703.9.2.8 133,629.5.4.9 Chinwangtao ...... Tientsin ...... 2,009,198.2.5.2 Chefoo ..... 731,201.1.3.3 Kiaochow ..... 432,465.2.4.8 Chungking ..... 501,118.9.3.1 621,129.7.0.2 Ichang ..... 19,376.6.0.7 Shasi ...... Changsha ..... 59,390.4.8.2 Yochow ..... Hankow ..... 2,749,222.5.8.1 743,128.5,0.7 Kiukiang..... Wuhu ..... Nanking ..... 210,021.2.1.4 Chinkiang ...... 1,201,902.3.1.8 Shanghai ......10,323,433.5.3.5 Soochow ..... Hangchow ..... 702,956.0.7.9 Ningpo..... 682,176.3.4.8 Wenchow ..... 56,813.4 3.0 139,623.3.6.1 Santuao ..... Foochow ..... Amoy ..... 836,429.5.0.2 Swatow ...... 1,550,624.0.6.0 Canton ..... 3,016,595.7.B.z 315,122.7.1.4 Kawloon

53,911.4 0.1 Tengyuch ..... Making a total of Haikwan tacls 31,493,150 against Hk. Tls. 30,530,688 for 1903, being an increase of Hk. Tis. 962,468.

Lappa .....

Kongmoon .....

Samshui .....

Wuchow .....

Kiungchow .....

Pakhoi .....

Lungchow .....

Mengisze .....

Szemao .....

381,628.7.9 5

172,378.7.4.4

532,770.1.5 4

190,985.2.1.9

134,885.2.1.4

248,440 6,8.1

14,666.1.5.1

7,571,6.1.2

85,724.000

*VLADIVOSTOCK.* There are two places to which have been given the name "The Golden Horn." To one of these, with the development of Spring, the mind of man naturally turns. Not to that at Constantinople, which has had its meed of history, but to that other Golden Hern out across the Pamiers, even beyond them, beyond Mongolian wastes and across the forestal heights of rich Manchuria. Out at the limit of the Pri- days. morsk, snugly sitting on Amur bay, lies Vladivostock and its magnificent Golden Horn. The mind of man may turn thisward and in fancy he may see fleets\_manœuvring, armies marching and counter marching, hear the mighty cannons roar, but all the imagination cannot conjecture a picture that will in part display the magnificence and impressiveness of the view to be obtained from looking down on Vladivostock; its harbour with all its shipping and then out over that magnificent Golden Horn to the levely sea beyond in summer, and to the ocean of ice in winter. Ice, broken and tossed, piled many feet high, stretches mile upon mile into that outer beyond during the winter months producing one of the finest-sights a man can look upon when gazing over Vladivostock's Golden Horn. At the present time, man's | until the Baltic Fleet might be in the vicinity mind is not occupied so much with the Golden she would not get a quotation at any rate. The to join the fleet which left Tangiers, and Horn and its beauties, as with that military and naval base, arsenal and railway terminus, the now historic town of Vladivostock. What is generally known of this picturesque and interesting place is very little; though there is much to know, and more to interest, in the history tively." and conditions of the Russian advance post in the Far East and the immediate object of Japan's military and naval ambitions. In the year 1860 the treaty of Peking definitely ceded to Russia the whole of the Primorsk; that is, all the country lying east of the Northern and southern Ussuri rivers. The following year saw the Russian naval base of Vladivostock founded, where formerly existed a little Manchurian fishing village. As was only naturally to be expected from the conditions, it was a long time before the place could be developed as it is to-day. In the year 18 it it was a naval station and as such was naturally defended with fortifications requiring a garrison. An estimate of its size then and now may be made by a comparison of populations. In 1895 this stood at 34,500 including the military, naval, and official element. Prior to the outbreak of the war, the population had increased to 40,000 independent of the military, naval and official classes. Situated on one of the finest harbours in the world and being the terminus of the great trans-continental railway and telegraph, as well as the terminus of the Ussuri railway. Vladivostock proves of great attraction to the casual visitor. That remarkable looking red brick tower on top of the hill which overhangs the town is one of the greatest necessities of Vladivostock. It is the fire signal station which overlooks the whole town and its use may be appreciated when it is known that the greater part of the city is construct. would take any war risks at all. But there are wood, which unless carefully watched might an old customer, we might be willing to take lead to a devastating conflagration. It must the risk, whereas if a stranger come along we not be thought that Vladivostock is altogether | would not have it at any price." made of wood, although an excessively large percentage of its houses are, and it has wood paved streets. There are some very handsome, dark grey brick buildings in the main street which runs from east to west from the bay in the west, near the magnificent market square and past the handsome government buildings towards the east. The business portion of the town is in the west and here is the greatest accumulation of wood structures. One of the most remarkable houses is that of the Port Commandant, which overlooks, from the bill, the Admiralty gardens. Near by, may be seen the residence of the Governor-General of the Primorsk and the staff offices of the Commandant General. Further to the east are situated the naval and military club with a fine library building, then the Admiralty buildings-a fine brick pile overlooking the dock-and beyond one sees the extensive premises of the naval barracks and of the paval and military hospital. Other conspicuous buildings look exceedingly handsome midst all the timber erections, are the Cathedral of the Holy Virgin and the Post Office. The present Czar, in the year 1891, was a visitor to Viadivostock and on this occasion he cut the sod of the southern Ussuri railway which was opened to traffic for 382 versts on Feb. 13, 1895. As this railway is one of great importance to the defence of Vladivostock, we may feel sure that the Japanese will make great effort to cut it. On

it are two important bridges, the first 170 miles

from Vladivostock over the Lefu river, and the

second, a three span structure, over the Ussuri.

stronghold, great defence works have been, and

fortress contains a garrison of 80,000 men.-

Shanghai Times.

are being developed. It is believed that the

#### WAR "RISKS."

HONGKONG RATES RAPIDLY RISING.

AN INSURANCE AGENT'S OPINIONS.

The shipping interests in Hongkong are, at present, greatly exercised and agitated over the turn of events brought about by the advent of the Baltic Fleet to these waters. As one of the great shipping ports of the world the imthe Baltic Fleet in the Far East.

During the past few months shipowners have been in a continual state of anxiety regarding the safety of their vessels. They have had to consider the possibilities of capture, the chance of striking floating mines and all the ordinary manifold dangers of the sea. Now they have new cause for anxiety in the uncertainty ittending the objects and intentions of the Baltic Fleet. Nobody can forecast, or even the attitude of the mirals of either one or other of the bei went They cannot guess whether the destruction of shipping may not be one of Admiral Rodjestvensky's ideas. In fact, to put it in the language of one who is in the best position to know-" It is a marvel if shipowners in this part of the world are able to leep at nights."

Great as is the anxiety of shipping firms, the apprehensions of insurance agents can be none the less. The difficulty of estimating the war risks involved by the proximity of the Baltic Fleet is almost insuperable. It was comparatively easy at the beginning of the Russo. Japanese struggle to impose a percentage which would cover war risks; and with the destruction of the Russian warships at Port Arthur the way was cleared for vessels to Japan. A few adventurous spirits tried to reach Vladivostock, but, it is to be feared, the inajority were unable to reach Russian soil Now, however, a new situation has developed. The Baltic Fleet cannot be very far from Hongkong, provided, of course, it has not made for Saigon. A vast trade is being carried on in foodstuffs all over the China Sea, and every vessel engaged in that 'rade is subject to dangers which might well alarm the stoutest heart. The risks are apparent to anybody who has given the matter half a moment's consideration. In the se circumstances, what are the Hongkong insurance companies doing? With the object of ascertaining their attitude, a representative of the Hongkong Telegraph called upon the secretary of one of the local Marine Insurance Companies for his views on the question of war risks as affected by the unforseen developments which have taken place within the last few

The question was asked whether war risks had been increased since the Baltic Fleet had been heard of at Singapore?

"Since the beginning of the war," our informant replied, "shipowners and agents have been paying war risks, but it is impossible to Ly down any general rate. To-day, the risk between Hongkong and Newchwang or any port in Japan is one-half per cent. in addition to the ordinary rate. But the rate varies very and Bravi.

quotation?"

"If the boat came in to-day and left immediately for Japan she would probably have to pay only a half per cent. If she dilly-dallied fact of the matter is that marine insurance largely a matter of intuition—you can learn the details of the business, but in quoting war risks a great variety of things have to be considered, and you can only arrive at an estimate intui-

"Is there a particular rate for special cargoes would a coal transport be considered a higher risk than a boat laden with rice or a general cargo of foodstuffs?"

"It is impossible to lay down any hard and fast rule. Shipowners in paying a war risk at present look to the dangers arising from mines. It is probable that the Formosa Channel is honeycombed with mines, and we know that all the ports of Japan are mined, so that a vessel even if it be sent by a neutral to a neutral, with a cargo not considered contraband. is exposed to heavy risks. You cannot exactly say that one cargo is more liable to risk than another at present. But when the Baltic Fleet comes in sight the situation will be vastly different. For instance, a vessel might be leaving Hongkong for Japan to-day with a cargo of what the Russians would consider contraband. In ordinary circumstances we might take it that the vessel would make the jun without incident. But suppose she struck a mudbank and could not get off. Then she would be an easy prey for the first Russian boat that came along; and that is not taking into consideration the dangers of mines."

"So that a half per cent, as war risk is likely to be increased every day that passes?"

"There can be no question about that. The Baltic Fleet should be within range of Hongkong on Friday, and then it is doubtful if we ! that highly inflammable material, always special circumstances. In the case of

> "Then what about cargoes of coal from the Straits to Hongkong?"

"I should not think that you could get a war risk quotation for that, nor would you get i from Hongkong to the Straits."

In the opinion of our informant there will no big engagement between the Baltic and Japanese Fleets. "The Japanese have too much to lose. What they will do is to harass the Fleet. They will keep up a running fight at eight miles' distance. If they can cut off the colliers they will have gained their end Probably they will send torpedo boats into the centre of the fleet. If they manage to destroy a couple of colliers for the loss of a few lives they will think the lives of these men wel spent. But I do not think they will preven the Baltic Fleet from reaching Vladivostock.

That would be too much to expect." To give but a faint idea of the amount of business which is being done in the aggregate by Hongkong Insurance Companies with head offices established in the Colony, apart from those represented by agents in Hongkong, the combined capitals and reserves available for marine insurance purposes of the three companies are set o \t as follows:-- .

Pald-up Capital, Reserves. it subsequently being explained at St. Peters-\$1,481,739 burg that it had gone there for the purpose Canton Office...... \$00,000 China Traders ..... 600,000 of meeting the third squadron. On the 16th Union ...... 1,000,000 March, Reuter's Antanarivo correspondent wired.

Grand Total...\$2,100,000 \$7,500,174 Nossi Bé, Madagascar, on Thursday, and that its destination is unknown. Six days later The recent lesses sustained by the insurance companies as the result of the capture of coal | the third squadrom, under Admiral Niboga-390 miles from Vladivostock. To defend this transports to Vladivostock may be partially toff lest Suda Bay for Port Said, and made up in the increased premiums which, it afterwards continued their voyage down the is safe to assort, will be charged for war insur- Red Sea. For the time being the whereabouts ance from to-day, provided, of course, that there of the squadrons was not revealed, and it was is a fair percentage of immunity from total loss, | not until the 30th ult. that news was 104

THE VOYAGE OF THE BALTICERS.

INTERESTING DETAILS.

The progress and exploits of the now famous Baltic Fleet in the various stages of its long voyage to Far Eastern waters may not be uninteresting at the present time. Just on six months ago, or to be precise, on the 16th October, 1904, the fleet sailed from Libnu, and shortly afterwards twelve warships were sighted off the island of Bornholm, The following morning 24 vessels anchored south of Langeland and coaled from colliers, exchanging salutes with the Britportance of Hongkong cannot be minimised, ish cruiser Heimdal. On the morning of the and too much prominence can scarcely be 18th, six of the ships weighed anchor and steergiven to the effect produced by the arrival of ed northward from Fakkeberg (Denmark). The day after a Gopenhagen telegram announced that the Russian fleet had passed the Great Belt and on the 20th, they were announced from the same capital to have assembled off the Scaw, to have finished coaling, and some vessels to have steamed into the North Sea. It was subsequently reported from Frederikshavn that all the ships weighed anchor during that night and entered the North Sea, the pilots being landed at Skagen. On arrival at Geffe on October 26 the Swedish steamer Aldebaran reported having been chased by and fired on by a Russian cruiser on the evening of October 21, and on arrival at Geestemunde on October 27, the German trawler Sonntag reported having been fired at for over two hours by the Russians off the 'Horns' Reci fishing grounds on the west coast of Jutland The schooner Guyane, on arrival at Aalborg on October 26 reported that she passed the Russian fleet sixty miles from Horas Reef at 6 p.m. on October 21, and that at 9 p.m. she saw a steamer with signals of distress flying, which sank before being reached, Then, of course, we know too well that on the 22nd October the fleet made an attack on the Hull trawling fleet, south of the Dogger Bank, and 200 miles from Spurn Point. The following day eleven k ussian battleships and cruisers passed Dover, going west and were subsequently reported from 5t. Catherine's Point, steaming south. It was on that date that a merchant vessel was stated to have been boarded by Russian torpedo-craft off the Isle of Wight, and the next we hear of the fleet was when seven torpedo-boats and two transports arrived at Cherbourg at 10 p.m. on the 23rd idem. The Norwegian steamer Skaatoe, on arrival in London on October 24, reported having been fired. on in the Channel by a Russian steamer on October 23. The next day seven destroyers and two transports left Brest, and the transport Nossia departed from Kiel after repairing her engines. On the 25th the transport Knias Gartschakoff arrived in Brest Roads; and four torpedo-bonts and a transport were signalled off Ushant. A report received from Copenhagen was to the effect that the Russian fleet fired on a Danish torpedo-boat when in Danish waters, the fleet began to arrive at Vigo on the 25th October, and on the 27th the cruiser Svietlana was noted as putting in an appearance at Villagarcia. Two days after a portion of the fleet entered the Bay of Tangier, and a day liter 22 vessels, including colliers and torpedoboat destroyers, anchored in the Bay, are began coaling. On the last day of the month the following Russian torpedo-boat destroyers

On the 4th November the Foreign Office, i "Suppose a coal-boat wanted your war risk | reply to a question by a shipowner, declared that it is not permissable for shipowners to charter their vessels for the purpose of following the Russian fleet with coal supplies. The same day the Volunteer cruiser Vareslav passed the Bosphorus with coals and water, steamed in the direction of the Atlantic Before sailing the Admiral received telegram from the Tsar stating, "My heart is with you and your dear squadron. The eyel of Russia are upon you. With this assurance the fleet steamed ahead, and on the 17th, November it become known that a supplementary flet consisting of five cruisers, together wit eight torpedoers had left Liban and passed Bornholm. The Rion and the other ships of the squadron anchored in Skaw Bay on the 18th November awaiting repairs to one of the destroyer's propellors, and news also came through of the disgraceful conduct of the crews of the ships while at Canea. On the 25th two battleships, three cruisers and nine trans ports anchored for the night in the Bitter Lakes, Suez Canal, while seven destroyers remained at Sucz, whence they departed a few days later for Tangler and arrived there on the and December. A day later the whole of Admiral Folkersham's squadron had passed l'erim, making for Aden. The ships were ob served to coal from colliers at Mushah Islands between Obok and Jibutil. On the 6th Decem ber the cruisers Oleg, and Isuorud, the vanguard of Admiral Botrovosky's supplementary fleet left Tangier on the way to Suez. The Rion formerly the Smolensk, and two destroyers remained at Algiers. It was then wired on from home that the Tear had decreed that: third-squadron, not the Black Sea squadron should despatched to the Far East, and it was later announced that the date of its departure was fixed for January. On the 10th December the news came through that Admiral Rozhde stvensky, with twenty-one ships of the Balti fleet, had arrived at Mossamedes, a sea port of Angola, Portuguese West Africa there learned of the destruction the Port Arthur Russian fleet. the 11th they arrived at Angra-Pequena Meanwhile Admiral Falkersham's squadror remained at Jibutil awaiting the arrival of Ad miral Btrovoski's supplementary fleet. On the 19th the Baltic Fleet passed Capt Town bound eastwards, and news was also circulated that a third squadron was fitting out very hastily at Libau. The first day of the New Year found "ozhdestvensky's squadron at Ile Sainte Marie, off Madagascar, while two days later Folkersham's ships went into Passandava Bay, in the island. January 8th witnessed the departure of the supplementary division from Suda Bay and on the 10th Admiral Botrovos' was a Port Said with his squadron. Three days after the Balticers put into Diego Suarez, whi

Bobrovosky's fleet lest Suez, and arrived a

fibutil on the 18th. It was not until a mon

later that the Russian third squadron le

Libau for the Far East. The next day it becam

known that seventy ships of the Baltic squa

Madagascar lavishly buying stores, and a we

later intelligence was received that the this

squadron had passed Dover. In the first week

of last month we published the news that nint

stores, had left Port Said for the Baltic feet,

and on the 9th idem stated that the endire

Russian fleet had left Madagasca for Jibutil

that Admiral Rozhdestvensky's squadron

German colliers and two steamers laden w

dron, including colliers, were at Nossi

arrived at Algiers and coaled: Blectlashtchi

Rodri, Bezuprechni, Bledovi, Buini, Buistri,

ceived to the effect that the steamer Dart | THE LATE MR. H. L. NORONHA. sighted, on 19th ult. thirty warships with fifteen colliers steaming east-ward, 250 miles north-east of Madagascar, while at the beginning of the month we were told that the third squadron had passed Perim making for Jibutil where it arrived on 5th inst. Meanwhile the Balticers proceeded Eastward, and at the close of last week it was learned that some of them had passed off Singapore and entered the South China Sea. The most interesting part of the voyage since the incident in the North Sea is about the commence and will be followed with keenness the world wide over.

WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st April.

to" below? below 22' 7" overflow loverflow overflow Wong-nai-41' 4" below) 10' o" below overflow cheong... S overflow STORAGE GALLONS.

1905. Tytam.... 103,740,000 200,420,000 Byewash.... Pokfulam .... 1,150,000 Wong-nai-cheong Total..... 105,396,000 257,632,000

Consumption of Water in the City of Victoria and Hill District during the month of March. Consumption ... 68,237,000 88,291,000 gallons

Estimated po-7 222,900 pulation .... Consumption ] per head per >

during the month of March. 12,770,000 gallons Consumption.... 12,915,000 Estimated po-72,550 pulation ..... Consumption )

per head per > The Government Analyst reports that the water is of excellent quality.

> W. CHATHAN, Water Authority.

FAREWELL TO THE REV.

SOUT HAM. 11th inst. To-morrow the Hongkong branch of the Young Men's Christian Association will lose an energetic worker in the person of the Rev. Mr. Shi Ping Kwong, Mr. Shi Chan Kwong, W. J. Southam who, for more than five years, Mr. Lo Cheung Shiu, Mr. and Mrs. W. Logan, has been working in the interests of the great Mr. and Mrs. F. J. Figueiredo, Mr. and Mrs. instituition, and whose labours as general [ ]. T. d'Almada e Castro, Mr. and Mrs. F. F. secretary will be greatly missed during his Fox da Silva, Mr. and Mrs. A. A. da Roza absence in the home country. As mentioned Mr. C. A. da Roza, Mr. J. I. de Selavisa Alves in our columns last evening, the Chinese Mr. A. J. Gomes, Mr. and Mrs. M. Guimarties,

department of the Association held a meeting. Mr. and Mrs. H. J. M. Carvalho, Mr. F. Shroft on Saturday to bid farewell to the Rev. and Mr. Augusto']. Gomes and Mr. L. Xavier. Mrs. Southam, and at the invitation of the Board of Directors and Committee a large gathering of members and friends assembled yesterday under the auspices of the European department, in the decorated hall of the headquarters, in honour of the reverer d gentleman. The chair was taken by the Hon. Mr. F. H. May. who, after reading a communication from the Bishop of Victoria expressing his regret at being unable to be present and eulogising the good work of the Rev. Mr. Southam, alluded to the earnest endeavours of their departing secretary to found a branch of that great brotherhood in which men might materially assist one another. It was with that object that Mr Southam was sent to Hongkong by the International Committee more than five years ago. his first work was the founding of the Chinese department, which was now in a very flourishing condition, and then Mr. Southam made a start with the European branch-a work of much greater difficulty. It was a new thing. and all knew how difficult it was to initiate something out of the common. Apart from the fact that in Hongkong the men able to give freely were few and the calls on them many there were few permanent residents in the Colony. Yet in spite of this, concluded the speaker, Mr. Southam would leave them con scious of good work well done, and after al what are the shortlived triumphs in the field of sport, in the arena of athletics, in commerce politics and even science itself, compared wit the consciousness of having done something to lighten the burden of your fellow-men and to help in the battle of life. (Applause)-Mr. . Dyer Ball then addressed a few words to the company on behalf of the European department, following whom Mr. P. H. Holyoak voiced the feelings of the members on the work of Mr. Southam during the long time spent is their midst-Mr. C. C. Rutledge, who has been appointed acting general secretary during the to their departing secretary on behalf of the

ings terminated. OUTRAGE AT WUCHOW. A PROTEST LODGED.

members and non-members, after which he

slight acknowledgment of the many services

he had rendered the Y.M.C.A. The gift hav-

ing been suitably acknowledged the proceed-

handed Mr. Southans a purse of gold as

[From Our Correspondent.]

Wuchow, 7th April. Two English residents of this port were recently crossing the river when they passed a other side of the waterway. They had not proceeded far when another boat, containing eight or nine Chinese soldiers, came gliding up, and when within about a dozen yards of the foreigner's craft opened fire on the lonely man in the sampan. The Europeans remonstrated with the soldiers for firing so dangerously close to them, and upon inquiries being made were told that the man in the third boat was a notorious robber, heavily armed and with a load of loot in his craft. An inspection was at once made and resulted in the finding of the bullet riddled body, no arms and no loot, while the soldiers were unable to identify the man. It is understood that the matter has been reported to the Chinese authorities by whom it is hoped prompt and stern measures will be taken, not only to ensure the safety of foreigners on the river at this port, but also to show that even the wearing of a soldier's uniform in China will not warrant the shooting of a native sampan man.

THE transport Swanley left Shanghai on 6th inst. for Odessa with upwards of 950 sick and wounded Russian soldiers as well as convalescents from Port Arthur on board.

It is with regret that we have to record the death of Mr. Henrique Lourence Noronha, one of the two partners and, until his death, the manager of the old-established and wellknown firm of Government printers and publishers-Messrs. Noronha & Co., of Des Voux | They were a united team and worked splendid-Road. He died, after a short illness, from ly together. That was half the battle in all bronchitis early this morning. . The eldest some of the late Mr. Delfino Noronha, the founder to bring back Shanghai's lost flag, they did of the firm, Mr. H. L. Noronha was the first to I their best, and much better than was expected. derive the benefit of his father's progressive ideas in providing for his children a liberal education abroad, his youngest brother being | did so much for our team, who all returned educated since childhood in one of the best saying they had never had a better time, and colleges in Paris. Endowed as he was with a good English education, at an early age, the been done to make them thoroughly enjoy the late Mr. Noronha, following in his father's footsteps, was, after a commercial course, admitted members with join with me in thanking the into the publishing business established in the Hongkong Cricket Club." (Applause.) Colony. Soon he assumed the management of the firm, relinquishing it only to take up an appointment in the service of the Straits Settlements Government as Superintendent of the large Government Printing Office in Singapore, where he was well known. Later he was appointed a member of the Board of Examiners by the Straits Government. His compilation of the 'Analytical Index to the Bankruptcy Laws" of the Straits has been found to be a most useful and valuable compendium by the legal protession in the sister colony, where his knowledge of the customs and forelore of the Malay Peninsula secured for him a councillorship in fixed on. the Singapore Branch of the Royal Asiatic

Shortly before his father's death in 1900, Mr. Noronha returned to Hongkong and soon after associated himselfagain with the firm of Noronba & Co. whose affairs he assumed joint control of with Mr. I. M. de Castro Basto, his partner, until his death. The deceased was a member of the board of directors of the Club Lusitano, being only yesterday afternoon re-elected for another 12.5 gallons term of office. Out of respect to the deceased the flag at the Club-house was half-masted to-Intermittent supply in force during the whole I day, his colleagues on the Board issuing a cirmonth of March, 1904, and from 28th March, cular inviting all the members to attend the funeral which takes place to-morrow morning. Consumption of Water in Kowloon Peninsula | The cortege will start from Blake Pier at 8 a.m., reaching the R. C. Cemetery, Happy Valley, by 9 a.m.

> The remains of the late Mr. H. L. Noronha, who died at his residence yesterday, were laid to rest in the Roman Catholic Cemetory at Happy Valley this morning. The Rev. Father Spada read the funeral service at the Cemetery Chapel, where a large number of friends and representative members of the Portuguese community attended to pay their last respects to the memory of the deceased. There were many and beautiful floral tributes to the esteem in which deceased was generally held. Among the numerous wreaths and crosses were noticed those from the directors of the Club Lusitano, Messrs Guedes & Co., the Hongkong Printing Press; the Eastern Printing Office, L. Noronha, and from the General and Chinese Staff of Messrs Noronha and Co. Others included those from

#### BANGKOK DOCK CO.

A couple of years ago the then Chairman of the Bangkok Dock Co., Mr. E. H. Finch, gave a distinct promise at the annual general meeting that a suggestion to declare an interim dividend at the end of six months, would receive the serious consideration of the Directors. The suggestion has not been adopted, and it has not been thought worth while to offer any explanation to the shareholders, which would assure them that the matter had at least been considered. It seems natural to assume that there has been no thought of discourtesy in this, but that the reason lies simply in the difficulty experienced in finding any good ground for refusing to follow the example of other similar industrial companies paying a steady dividend of over 10 per cent. The big docks of Singapore and Hongkong pro duce their half yearly balance-sheets, but was not proposed to disturb the established custom of the Bangkok Dock to that extent. No shareholders will doubt that the directors make themselves conversant with the exact financial position of the Company month by month, or that they could safely fix a reasonable dividend at the end of the half year. much younger company, the Siam Electricity. has hitherto made its financial period interim dividend. If that cause no difficulty in the case of the younger organisation, it difficult to understand why an old established company like the Dock, with a very comprehensive staff, should not be able to do as much. Anyhow, on the face of it, the suggestion is reasonable enough; it cannot be considered in any way vexatious; and, if only to absence of the Rev. Mr. Southam, said farewell give an assurance that a promise publicly made by the Chairman is seriously meant, the reasons that have influenced the directors should have been as publicly stated by this time. - Bangkok Times.

> THE KWANGSI REBELLION A TEMPORARY LULL.

A correspondent, who has returned to the Colony after an extended tour throughout the reduce establishments and therefore charges, Southern and Central districts of Kwangsi Pro- the cost of running one big concern being less vince, writes bearing out the report which re- than two, as regards management; &c. The cently appeared in these columns to the effect larger Company will also have an advantage that the rebels had stopped operations for the in purchasing, and in executive power. The present. He does not agree with the statement | public may anticipate an absence of competisampan man pulling his old craft wearily to the that this has been brought about by the opera- tion in the future that may or not prove advantions of the Canton Viceroy, but, basing his tageous. It may tend to make engineering reasons on reliable material, avers that the works cheaper, as sometimes happens when temporary cessation of the rebellion is be- large interests are merged, or it may tend to cause that in 1904 there were three goods crops | take them dearer, as often happens the pearer of rice gathered in by the natives. He states | one gets to a monopoly. It is a little curious that if the harvests are equally as good this that just as the Government has abolished one time to come. This, he says, is borne out by to dividends, another should spring up. But the fact that, although the Viceroy informed the perhaps Riley Hargreaves, Ltd., or Howarth Government the rebellion was at an end and | Erskines, or whatever name it will be known expressed a desire to be allowed to proceed by, will not do this, -Singapore Free Press. north, he was ordered to remain at his post for another year in order that the imperial authorities might see for themselves exactly what was the conditions of affairs in Kwangsi.

> ACCORDING to a Japanese paper, at Erhtaitse on the 10th, ult., a Japanese company, five miles north of Mukden, was suddenly confronted by 4,000 Russians. The Japanese expected annihilation, but the Russians making no movement, the Japanese Captain sent an orderly to invite them to surrender, and on the second attempt the Russian regimental commander accepted the invitation, and the 4,000 Russians surrendered to one Japanese company without firing a shote -

INTERPORT CRICKET.

SHANGHAI'S THANKS.

At the annual meeting of the Shanghai Cricket Club, the Chairman (Mr. A. P. Wood) said that the team they were able to send to Hongkong made a very good fight indeed. cricket matches. Although they were unable "The thanks of the Club are due to the Hongkong Cricket Club and the friends who everything that could possibly be done had visit to Hongkong. I am sure that all the

Mr. Dew raised the question of colours to be wom by Interport teams, and requested the Committee to elect some definite colours for Interport teams. He remarked that "the Captain at Hongkong specially asked us not to wear them as they were an eyesore." These were the red and white caps—the Club colours. The Chairman said that the colours of the

Club had always been red and white. Mr. Dew pointed out that the Interport teams had worn three different colours. He thought they should have different colours to the rest of the Club, but that definite colours should be

SOUTH CHINA ARSENAL.

FOREIGN DRILLED TROOPS

[From Our Correspondent.]

Wuchow, 7th April, It may not be generally known to the majority of your readers that some sixty-five miles up the North River from Samshui, at the town of Ching Yuen, there is an important arsenal where the Chinese Government are manufacturing arms and ammunition in large quantities. These are being sent to various centres in the Southern provinces, where it is noticeable that many bodies of foreign-drilled troops, with their bugle bands and kettle drums, are almost daily on parade.

> GUARDBOAT CAPTAIN BEHEADED.

APPARENT MISUNDERSTANDING

[From Our Correspondent.]

Wuchow, 7th April. It is reported here on very good authority that the captain of a guardboat at Tang Yuen, some forty miles above Wuchow, finding that his salary of Tls. 9 was not sufficient to pay his way and keep his boat in a proper condition, petitioned the Governor of Kwangsi to be allowed to do away with one of his crew and devote the man's salary to the upkeep of the guardboat. This official did not reply to the communication, but some days later the captain was arrested, taken to Wuchow and beheaded, it being alleged that he had squeezed one man's salary, amounting to something like Tis. 4. The relatives of the dead man subsequently obtained the body and with a view to ensure a satisfactory joss for the departed stitched the head on the body and proceeded with the customary burial rites. Considerable indignation is feltat the action of the Viceroy, as it is thought that the captain undoubtedly had obtained permission before taking the salary of the sailor

ENGINEERING COMPANIES AMALGAMATION

IN BINGAPORE

and applying it to the unkeep of the boat."

Some little time ago we were the first to innounce a contemplated amalgamation between the two important firms of Riley Hargreaves & Co., and Howarth Ersking & Co., 1.td., of Singapore and various places in the Malay Peninsula and Bangkok. In the industrial life of the Straits, and especially in Singapore, these two huge Companies bear a large part. Overshadowed in some respects by the Tanjong Pagar Dock Co., which has now to be expropriated, each of the two. big concerns that are to become one, yet possesses an organisation, plant and staff of Europeans and native that would fairly astonish any one who had not been through the machine shops, over the shipbuilding slip, or who did not know the vast amount of contracting work that they undertake, 'For whatever purposes ironsteel and metals can be used, these big firms use them. They have been engaged in months, but is shortly to adopt the plan of an the largest engineering contracts; have built ships and installed mills, carried out railway works and engined ships. And they have done all this in a healthy spirit of competition that has been good for the development of the Colony. The shareholders of each Company are called together for the end of June to consider proposals for amalgamation, and they have thus three months to turn the matter over in their minds. Riley Hargreaves was made into a limited company in 1899, and has a share capital of \$875,000, with six per cent debentures to the amount of \$225,000. Howarth Erskine's was formed in 1901 and its capital is \$1,200,000. with \$250,000 seven per cent debentures. Both the companies have paid good dividends-ten per cent and al bonus and ten per cent and 5 bonus-and are both known to be in a very flourishing condition. With the reasons for amalgamating the shareholders are chiefly concerned, the chief argument being no doubt that it will year the rising may not break out for some great industrial concern that had to look first

> THE following telegraphic information, dated the and inst, has been received from the Sumatra Director and Manager of the Maatschappil tot Mijn-Bosch-en-Landbouwexploitatio in Langkat, Ld. :-

Daily aggregate output of Crude Petro-

leum ..... 87,000 Crude Petroleum in Tanks at dats ......260,000

Kerosine made since the date of the pre-

ceding half-monthly telegram ..... 82,000 Kerosine shipped since the date of the preceding half-monthly telegram .... 77,000 Kerosine in stock at Pefinery at date in \$1,000 NEARLY A QUARTER OF A MILLION STOLEN.

An exceptionally daring burglary, carried through with great dash and audacity, was committed at the premises of Sui Hing, banker, 100 Wing Lok Street, in the early hours of Sunday morning, and money and securities aggregating \$216,010 were appropriated. No clue to the perpetrators of the burglary has been found, and the proprietor of the establishment can offer no suggestion as to any suspect-

When the premises were locked up on Saturday evening, the money, promissory notes, scrip, and shares belonging to the firm were placed in the safe-one of the old-fashioned iron box affairs. The safe stands in the ground floor of the business, and next door to the room in which it was, it is stated, three servants sleep. About 3 o'clock on Sunday morning one of the partners awoke with the uneasy feeling that there was some stranger in the house. He immediately went to the next room, and was shocked to find the safe standing wide open and its contents rifled. He gave the alarm to the whole household, but the burglar had fled, taking with him everything of value he could lay his hands upon. When the proprietor came to measure the extent of his losses he was dismayed to find that the burglar had taken \$4,648 in ready cash, mostly notes of small denominations, although there were one or two of \$100 each. Bills and securities to the value of \$211,362 has also disappeared, besides scrip the part of consumers who are naturally not for ten Hongkong Banking Corporation shares, the office chop, and various scrip, It will be practically impossible to trace the bank-notes, but the securities should be recovered unless the burglar, finding that he cannot dispose of them without involving the risk of his own capture, should wantonly destroy that evidence of his crime. As for the promissory notes, they are of no use to anybody except the drawer, and it is not at all likely that the Bank shares will be sold, certainly not on the local market at any rate.

As previously remarked the proprietor of Sui Hing says he has not the faintest suspicion who the burglar could be; he has no enemies that he is aware of, and it is unlikely, in his opinion, that a person would burgle a house merely to get back a momissory note. It is the cleverness and the cool manner of proceeding about the matter that will arouse attention. From all that can be seen, the burglar entered by a skylight on the roof of the house. He require any explanation, but I shall be glad to found his way to the basement, past half a dozen sleepers, and yet he must have trod so lightly that he never even stirred the repose of the slumberers. Then he fitted a key into the lock of the safe, carefully selected what he wanted, and wandered away the same way as he had come. He had fingered the papers so gently that they do not seem to have rustled even, otherwise the three servants sleeping in the adjoining apartment, separated by a thin partition from the safe, would almost certainly have heard the noise. The fact that he had a key upon him, with which to manipulate the lock would seem to hint at inside complicity, but Sui Hing scouts that notion.

It is stated that the bank does not usually keep such a large stock of money in the house, but on Saturday evening, after the sales of the day, several tradesmen brought their takings to the bank, with the result that the value of the money and securities totalled nearly a quarter of a million of dollars. Of that sum, it is ready. possible that the burglar may manage to secure for himself \$5,000 or more, but the rest is valueless to him. The story reads like an amazing puzzle; the crime might have been committed by a somnambulist, for all the traces left behind. And the curious part of it is that nobody can even hint at a possible clue. The police were informed of the occurrence on Sunday forenoon, but up to the present time, not a vestige of the missing money has been seen or heard of. It is a mystery which wil give the police authorities something to think about for some time to come.

JAPANESE PRINCE ARRIVES IN HONGKONG.

As mentioned in our columns last evening Prince and Princess Arisuagawa who are en route to Germany, where they will represent the Mikado at the wedding of the German Crown Prince, were expected in Hongkong last evening on board of the Prinz Heinrich. The steamer arrived here about six o'clock and was immediately boarded by Mr. M. Noma, the Consul for Japan, who was accompanied by Mrs. Noma and the leading Japanese mer chants of the Colony. It was then learned that His Highness the Prince, who is a cousin of the Emperor of Japan, had contracted severe cold which had prevented his leaving the ship at Shanghai, and which has since kept him closely confined to his cabin. Consequently he was unable to meet the member of the Japanese community of Hongkong, who, however, were received by Princess Arisuagawa, who subsequently entertained them at dinner with Mr. Saito Totaro, Director of the Court Treasury, Mt. Ito Yukichi (son of Marquis Ito) Marshal of Court, Mr. Haruo Kinsaku Chamberlain to the Crown Prince of Japan, Captain Bawa Kinsaku, of the Japanese Navy Major Hishida Kikujuro, Aitillery, Mr. Mimura Ishinoske and Mrs. Hashnobi, Lady Waiting, by whom Their Highnesses a accompanied. Had it not been for the in disposition of the Prince the party would have stayed at the Hongkong Hotel where arrangements had been made for their stay pending the departure of the German mail steamer tomorrow. His Highness, being unable to land this morning sent a military officer ashore and accompanied by the secretary to the Japanese Consul he paid an official visit to Governmen House. At noon the party, including Princess Arisuagawa, were entertained by Mr. and Mrs. Noma.

HARBIN ARSENAL DESTROYED.

An expanded cablegram printed in Manila ment have done on the hill opposite. exchanges, and dated from San Francisco on 4th inst., states that a bomb explosion in a Russian arsenal at Harbin was the cause of a pa ronised during the coming season. civilian employees of the ordnance department. were killed and a great many others were kong visitors. wounded. The official explanation is that two an instant, the entire contents shook all Harbin. Houses were wrecked for been reduced so per cent on the week-day weeks before a new supply can be brought and pleasure resort will prove more popular over the trans-Siberian railroad.

THE HONGKONG ROPE MANU FACTURING CO., LTD.

ANNUAL MEETING.

The Hon, Mr. R. Shewan presided at the twenty-first ordinary annual meeting of shareholders in the Hongkong Rope Manufacturing Co., Ltd., held this forenoon at the Company's offices, Sr. George's Building. Others present were Dr. J. W. Noble, Messrs. H. P. White, A. Raymond (Consulting Committee), Rung Wa Chun, and R. Henderson (secretary).

The notice convening the meeting having been read.

The Chairman said: Gentlemen, with your permisssion we will take the report and accounts which have been circulated for some time past as read. I have very little comment to make on them. The year 1904 was a very quiet year for us. Our total turnover was within 50 tons of the previous year, and our gross profits about \$5,000 more. The net result is almost the same, viz., \$121,137.07 with which it is proposed to place to reserve fund \$10,000, and pay a dividend of 20% absorbing \$100,000, leaving \$11,137.07 to be carried forward to credit of this year's account. The hemp market at Manila experienced the usual fluctuations during the year, but on the whole the price was slightly lower than before, and this year, I am glad to say, we have bought at slightly lower prices still. It is to be hoped that this downward tendency may continue for the high cost of rope curtails the demand as it conduces to economy inclined to buy as much rope at 30 to 40 cents as they used to do when the price was only 15 to 20 cents per lb. A high rate of exchange which so many people pray for is also anything but a blessing to us for it makes our product dearer in countries with a gold currency or gold standard such as Australia, India, Java etc. But in spite of the effect of dearer raw material and higher exchange our business is in a sound position, our markets are widening. and our rope is becoming favourably known in places it had not reached before, and any check to the local consumption caused by higher prices will, we trust, be only temporary and disappear as the shipping trade recovers from its present depression. Owing to stackness of business and accumulation of stock the factory was shut down in the months of July, August and September, so we still have every facility for filling a much larger demand than any we have yet had. The

answer any questions about them before ! move that the report and accounts be adopted. There being no questions, the Chairman moved, and Mr. Fung Wa Chun seconded, that the report and accounts as presented be adopted

accounts are very simple, and I do not think

Carried. CONSULTING COMMITTEE.

On the proposition of Mr. Fung Wa Chun, seconded by the Chairman, Messrs. A. J. Raymond, D. E. Brown, H. P. White and Dr. J. W Noble were re-elected to the Consulting Com-

AUDITORS.

Mr. Raymond proposed, Dr. Noble seconded, and it was agreed that Messrs. T. Arnold and W. H. Potts be re-elected auditors.

The Chairman.-That is all the business, gentlemen. The dividend warrants are now

MACAO EXCURSIONS.

THE PLEASURE RESORT OF HONGKONG.

12th inst.

Of all the "resorts" in the vicinity of Hongkong favoured by the daily drudge, the pleasure-seeker, and the excursionist, there is none that can be compared with Macao. The Portuguese possession, which is within three hours' run of Hongkong, with its free and easy ways, its delightful climate, and charming scenery, has long had an attraction for the people of Hongkong. The average man who decides to take a trip there finds the time wellspent; in fact he might fancy himself at another Ostend. If he is a shy and diffident youth, a trip to Macao will permit him to blossom out as a fully-fledged man of the world, and a couple of trips will establish him in the eyes of all as a roud of the first water.

The Macao season begins actually next month, although the popularity of week-end excursions would almost lead one to believe that it had already commenced. By and by the exodus of Hongkong families to Macao will be in full swing, and fortunate it is that they have a resort at hand so genial and inexpensive. For those who cannot afford a trip to Japan or Europe, Macao could not be excelled, and that fact is too well known and recognised in Hongkong to need emphasizing. The business man can send his wife and children to enjoy the balmy air of the Portuguese colony, and himself run across for the week-end.

There are many beauty spots around Macao, where the visitor may idly pass the time. watching the life on the beach or gazing at the scenery of the hills. During the summer evenings, the beach, which is commonly known as the Area Preta, is crowded with ladies and children bathing in the calm waters which surround the Colony. All the elite of Macao is there, and visitors from Hongkong miss one of the sights of the settlement if they fail to see Macao as a sea-side resort. Special matsheds -public and private-are erected for the use of the bathers. The rent of \$2 for the season of three months is temptingly low. Montanha Russa, overlooking the beach, is another favoured spot, while the little eminence at the crescent of the bay in Casilha is a charming situation where many congregate in the summer afternoons.

with its memorable tombstones, dating from the seventeenth century, bearing their Dutch and English inscriptions, might well be laid out in the same artistic manner as the Govern-

There is now a little kiosk, where refreshments are sold, and it is likely to be well terrible disaster to the Russian arms. Seventy- William Farmer, the popular manager of the five men, mostly soldiers, but some of them | Macao Hotel, will be found as courteous as ever in catering for the requirements of Hong-

Supplementing the excellent service now Voux Road, Central, Mr. Dixon stated that at workmen were filling the shell when through | maintained by the Heungshan, Wingchal, and carelessness on their part it was exploded. Vingking, it will be seen by our advertisement The concussion set off other shells and column that a new arrangement is to come into force on the 16th inst, by which it will be possible the arsenal, numbering millions of pro- for an excursionist to leave Hongkong on Sunjectiles, went up in a solid column of flame | day morning and return the same night, by the and smoke, and a thundering detonation | s.s. Honam. Thefares for the Sunday trip have many yards about the arsenal, people were | tariff by the Heungshan. The enterprise of the thrown violently to the ground, and cavalry- Hongkong, Canton and Macao Steamboat men patroling the streets of the town were | Company is likely to be rewarded by a large unhorsed. Every one in the arsenal perished. influx of passengers for Macao, and the Por-The loss to the Russian army is a severe one, I tuquese possession should also benefit by the as the munitions destroyed were intended to new arrangement. From all these signs then, be used by Linevitch's army, and it will be it may safely be asserted that Macao as a health I than ever this season.

MAGISTRATE'S DECISION APPRALED AGAINST.

At the Supreme Court this morning the Chief Justice (Sir H. S. Berkeley) and the Puisne Judge (Mr. T. Sercombe Smith) heard an application for the re-hearing, before the Full Court, of a charge of common assault heard and determined by Mr. F. A. Hazeland, at the Magistracy in February last. It may be remembered that the accountant of a Chinese shop, No. 140. Oucen's Road West, was recently fined for being in illicit possession of opium, and it sub sequently transpired that a servant boy, named Mok Shui, had been in the habit of fetching opium for the accountant of the premises, who concluded that it was he who had given information to the excise officers which led to his beingfined for being in illegal possession of opium. It transpired during the hearing of the case of assault that the boy was brutally treated, as a result of which the accountant and five other men were charged and corvicted and sentenced to imprisunment for six months with hard labour. without the option of a fine, and six hours in

the stocks. It was against this decision that Mr. H. E. Pollock, K.C. (instructed by Mr. d'Almada e Castro, Messrs. Brutton, Hett, and Goldring) appeared in Court this morning on behalf of the six defendants, Li Ngok, Chung Un co, Li Hu, Loung Luk, Lu Yit, and Li Hon, while the Attorney-General (Hon. Mr. E. H. Sharp, K.C.) represented the respondent.

Mr. Pollock explained that they were before the Court on a motion made by the appellants, for the re-hearing before the Full Court of a ville, charge of common assault, which was heard and determined by the Police Magistrate on 1 119th Mahrattas regiment as deceased, who the 22nd February. Their Lordships would | was a Mahommedan. On the night deceased see from the form of the notice of motion that, | died witness went to see him at 9 o'clock, to in the first place, the appellants were asking for a re-hearing generally upon the facts of the case with leave to adduce fresh evidence; and, secondly, they were submitting to the Court that there ought to be a re-hearing on the grounds that the sentence which was passed upon the defendants was excessive. With regard to the general question of the sentence being excessive, Mr. Pollock said he would show their Lordships that the evidence given hefore the Police Magistrate certainly weighed unevenly upon the defendants relatively one to the other, and he submitted that, as a general principle, the case was unlike one, for instance. where six men start out, some of them being armed to commit a robbery, as each of the six would be responsible for any of the acts committed by any of the others. But it was rather a case of a situation suddenly occurring in the presence of several people, and if the Court could see that there was a different degree of blame attaching to the people in the present case there ought to be a differentiation in the degree of the penalty. He submitted, primarily, it would have been the duty of the Magis-. trate, assuming he was of opinion that the extreme penalty he could impose in his jurisdiction was insufficient as regards some of the defendants, to have sent them for their trial at the Sessions. With regard to the evidence given in the case their Lordships would see that practically the evidence against the defendants rested, he might say, solely upon the evidence of the boy himself, the complainant.

The Chief Justice intimated that no fresh evidence could be adduced at the present stage.

Mr. Pollock alluded to the New Territories. Land appeal case where it had been allowed. The Chief Justice remarked that, had he been sitting he would have been inclined to refuse the application as a matter of principle, and in the present instance he could not receive any other evidence.

disallowed with costs for the respondent.

RENT COLLECTORS NOT AGENTS.

At the Supreme Court this morning before the Puisne Judge (Mr. T. Sercombe Smith), parently healthy, the heart beating forcibly, and Yeong Sui Ngam, of 26 Connaught Road, sued | there were no signs of any disease - such as en-Hop Nam Loong, of 33 Newmarket Street, for larged glands, etc. In witness's opinion deceased 58t, being one month's rent of the first floor of | died from poisoning from a vegetable alkaloid, 26 Connaught Road, West in lieu of notice and Sin for damages done to the walls and loss of the door key. Mr. E. A. Bonner (of Messts. Dennys and Bowley) appeared for the plaintiff, and Mr. C. E. H. Beavis (of Messrs. Wilkinson and Grist) represented defendants. After the case had been argued his Honour, in delivering judgment, said it was not proved, and it was for the defendant to prove in the strictest possible manner that notice of his intention to guit the premises was validly given to the plaintiff. As a general rule the rent collector this datura in Hongkong. was not an agent on behalf of his landlord to receive a notice to deliver up possession of premises at any time. It might be a custom among the Chinese for the rent collector to receive such notices, but that could not be accepted by the Court. It seemed to him if a notice had been delivered to the collector in the present case it was not valid and would not affect the plaintiff. So he came to the conclusion that no valid notice of any kind had been given by the defendant to the | tion, and on good terms with all his comrades. plaintiff; and thus relieved him (His Honour) | On the point of his accidentally taking an overfrom considering the question as to whether the defendant was still in possession at a given date. He thought the damages were excessive and having reduced this by fifty per cent. he gave judgment for plaintiff for \$80 and costs.

BANKRUPTCY MATTERS.

Several small Chinese cases came before the Chief Justice, sitting in bankruptcy jurisdiction at the Supreme Court, this morning, in one of which, Wei Leung Shek, Mr. C. E. H. Beavis appeared for the debtor, who petitioned for a receiving order. Mr. Beavis pointed out that, We might offera suggestion that Bella Vista, according to debtor's declaration his assets consisted of furniture, valued at \$300, jewellery to about the same value, and about \$1,000 in cash, in addition to a claim against the firm of Holliday, Wise & Co. for the amount of money deposited with them as security during the time the debtor was connected with that firm as compradore. His unsecured debts were \$11,000.—The usual order was made, Mr. G. H. Wakeman being appointed trustee.

PUBLIC EXAMINATIONS. ... In the matter of the Wai Yuen Company, lately trading as ship chandlers, at 114, Des the first general meeting of creditors held at the Official Receiver's Office yesterday afternoon, it was resolved to adjudge the debtor bankrupt,-The public examination of two members of the firm were then proceeded with and a receiving order was subsequently made,-Following this the Court proceeded with the public examination of Li Lai, of No. 126, Connaught Road, Central, trader, and made a similar order.

Admiral H. R. H. Prince Krom Mun Chum. | covered with volcanic tufa and the water of the

A DEAL IN GLASS.

The sum of \$904.05 was claimed as damages under a contract for the sale of glass, by Messis. A. Ross & Co., who, this morning, sued the Man Hing Loong, before the Puisne Judge (Mr. T. Sercombe Smith) to recover the amount. The plaintiffs were represented by Mr. H. Hursthouse (Messis. Dennys and Bowley) and Mrs. F. X. D'Almada e Castro appeared for Sun Chuen Leung, who had been served as a partner; otherwise the defendants were not represented -At the outset Mr. Hursthouse explained that the only question was whether the man served was a partner or not. There was no doubt about it that the person who entered into the contract on behalf of the defendant firm was the man served with the writ. Subsequently Sun Chuen Leung advertised his retirement from the firm, but later asked for time before taking delivery of the glass under the contract.-Evidence was heard, and judgment was given for plaintiffs with costs

SOLDIER'S STRANGE DEATH.

ACCIDENTAL POISONING.

At the Magistracy this afternoon, Mr. F. A. Hazeland, sitting as Coroner, held the inquiry into the circumstances attending the death of one Usuf, a private in the 119th Mahrattas, which occurred on the 27th ult. The following jurymen were empannelled: Messrs, Walter Daniel (Foreman), K. N. Mody, and Somer-

Shek Otor Ali said he belonged to the same take a lesson in the scriptures as usual, and found him well and in good spirits, and he stayed about an hour. He never heard deceas ed say he was sick of life, and he never heard him threaten to take his life.

Mahommed Alim, who was in the same company as the deceased, stated that on the night before deceased died he did not hear him complain of feeling ill, of having had any bad news, or of being tired of life. He was still in bed when witness got up early the next morning. He did not know if deceased get up in the middle of the night. He re membered deceased going to hospital, but did not know before he was taken there that he was ill. He was a married man and his wi was in India.

Shamat Khan, a private in the rigth regiment, stated that he slept in the same room as deceased. On the night of the 27th witness went to bed at 10 o'clock. Deceased was then sitting on his bed. He did not complain at all of being ill. At six o'clock next morning, deceased was still sleeping in his bed. At seven o'clock when he returned to the room he saw that the deceased was sick. He was then in the dooly ready to go to hospital, and was senseless. Witness saw him carried away to

Ahmed Ali Khan said deceased complained to him about half-past five that he was feeling ill. He was there in his bed. Witnessthen went to fetch a dooly to take him to hospital. That was about six o'clock; when he returned with the dooly, deceased was sitting up but was not senseless, though he did not reply when spoken to. Witness felt his head and found he had fever. He was senseless when he was removed to hospital. Deceased did not go out that day

Another Indian deposed that he was the Company cook, and on the 27th ult. witness cooked the evening meal for deceased, who. that night, only ate bread which witness made. He used the usual flour, and nothing else. After further argument the application was | Captain W. Luke, of the Indian Medical Service, stated that he was medical officer in charge of the right Infantry. He saw the deceased first between seven and half-past seven on the morning of the 28th ult. The man was then senseless, and had slight fever.

and was unconscious of any painful pressure. He did not respond when called upon. His pupils were widely dilated, and insensible to light. His skin was warm, and his organs apsuch as datura. Suicide is rare among Mahommedans, and is uncommon in Indiagenerally. The religion of Mahommedans is against suicide. Datura is used as a powder to alleviate pain, and is also smoked in cases of asthma, and is a specific among the natives for colic There have been a good many cases of colic among the Indian regiments in Hongkong, due to the cold winds. Deceased's quarters searched by witness's assistant, but nothing was found. There is no difficulty in obtaining

His Worship shortly reviewed the evidence in his charge to the jury, and pointed out that what they had to consider was whether the poison was administered by another to murder deceased; whether he took it himself to commit suicide; or whether he took an over-dose accidentally As regards the first point no evidence had been adduced to suggest that the man was murdered. On the second point it was in evidence that the man was of a happy disposidose it was in evidence that the datura was commonly taken by the Indians for colic, and colic was very prevalent among them, especially as the regiment had only been here two months.

The jury, after a brief consultation, returned a verdict of death by misadventure by accidental poisoning.

A NEW ISLAND IN LOOCHOO ARCHIPELAGO.

REMARKABLE VOLCANIC DISTURBANCES.

We learn from the Japan Mail that a new island has made its appearance in the Loochoo Archipelago. It is said to be 2,000 feet long by 1,800 feet wide, and to be surrounded by a sandy shore. Near the north coast is a lake. The island emerged from the sea on the 4th of December, but the fact was not announced to the local officials until the 8th of March. Its position is 3 nautical miles south of Iwojima. From the 14th November at frequent intervals sounds were heard from the sea; sounds as of heavy explosions, and on the 28th heavy smoke was observed. The inhabitants of Iwojima imagined that a steamer was passing, but as the volume of smoke grew denser and continued to emanate from one place, they suspected the truth. This went on until the 4th of December, and on the appearance as of a small island was observed amil the smoke, which thenceforth grew lighter, so the 6th, the island stood plainly revealed. In January the people launched a boat, and on the 30th of that month they landed on the north shore of the new island. They ascended the highest point, 480 feet above the sea, and there raised THE Makut Raja Kumar, Suarib, Balt, Ran a post declaring the island to be the property Ruk, and Muratia of the Siamese Navy, have of Japan, and saying that it had been first. been manceuvring and returned to Bangkok in observed by the inhabitants of Iwolima on the the Gulf of Siam under the direction of Rear- 18th, of December. The face of the island is ake is boiling.

DISTINGUISHED JAPANESE

PASSES THROUGH HONGKONG.

In our columns a few days ago we stated that the first doctor's degree conferred on a woman by the University of Marburg has been which received the highest encomiums from the medical faculty of the university, arrived here yesterday on board of the German mail At the end of 1893 the aggregate tonnage of her short stay in the Colony with Dr. and Mrs. 200,000, steamers accounting for 167,000 tons K. Justi, to whom she brought greetings from their German friends. We understand that wirked as an assistant under the well-known Dr. Kitasato. After learning German she proceeded to Marburg and studied ophthalmology as diseases of the eye are very prevalent in Japan. We hope that this young lady doctor, success that she undoubtedly deserves.

JUVENILE FEMALE THIEVES

Yesterday two Chinese ladies in rickshas

GOING ALONG THE PRAYA BAST.

were closely followed by two small beggar girls, soliciting. No notice being taken of their appeals one of the girls jumped up and snatched a gold hair pin from the head of one of the ladies and then both attempted a bolt. They did not, however, get far before they were arrested. This morning they were placed before Mr. F. A. Hazeland at the Magistracy. He read them a homily, with the evil of their ways for a theme, but it did not appear to make any impression on the hardened little wretches. That came afterwards in a double sense, when His Worship said that if they had been boys they would have been birched and sent to gaol, but as they were girls he ordered their guardian. to take them home and give them a good whipping. The guardian said, "I'll give it to them now," and took the young thieves into a cell and there gave them the "impression" they needed, and a good one it must have been if their shricks were any criterion. Each was treated exactly the same, as it could not be discovered which of the girls snatched the pin, for each declared it was the other, and stuck to the statement.

THE NEW AMOY DOCK CO., LD

PROPOSED INCREASE OF CAPITAL.

The following correspondence relating to the above company has been circulated:-Sir or Madam, -The capital of the company is so loadequate that installations of new plant and machinery necessary to carry on a growing business have had to be paid for by an overdraft on the bank which cannot be permanent.

The company is therefore in the position.

unable to pay dividends for want of cash. A proposal to increase the capital in accord- steamers aggregating 657,000 tons and sailing ance with the special resolution now circulated will therefore be submitted to shareholders. and it is hoped you can be represented at the

For the 5 years 1899 to 1903 the average net earnings of the company are \$25,000 per annum equal to 37% on the capital increased as pro- a great strain on the shipping resources of the posed to \$67,500. On this basis a share at a country, and some of the regular lines have market value of \$25 would yield to per centi-Your obedient servant, .

(Sd) ROBERT H. BRUCE.

General Manager. Amoy, 8th April, 1905.

each) by the creation of 4,000 new shares of follows:---\$6.75 each to be offered, and if accepted to be allotted to the persons constituting the shareholders according to the company's register on the 15th day of June, 1905, at a premium of \$10 | Below for each and every single share of such 4,000 new shares in the ratio of two new shares for every three old shares in the company held by the respective shareholders thereof the amount payable on each of such new shares respective-(including be said premium of \$10 per share) to be paid in full on 30th June, 1905 and that failing such allotment as aforesaid, the said new shares be disposed of at the discretion of the general manager and consulting committee, and that the transfer books be closed for five days from 16th June, 1905."

> Your obedient servant, (Sd.) ROBERT H. BRUCE, General Manager.

BANGKOK PADDY.

The prices that it is possible for the mills to pay in Bangkok have not yet brought out any very large quantity of paddy. People in Siam seem to find it easy to keep their produce back, the fact being that money is too cheap. In commercial sense it is a drug on the market. Were it not for this fact of money without an outlet we should not witness a 15 per cent premium being paid for a hundred tical nondividend yielding stock. The very banks count are losing money by the transaction. Money is undoubtedly too cheap, or this state of things could not exist. There are many evidences of the abundance ticals, and at the present time when a big export might be expected and a rising exchange, the tendency is for exchange to fall. In exchange with Singapore the value of 100 ticals has gone down to \$571. Locally money. is easily forthcoming for any safe-or even doubtful-investment, and a number of insrances have been seen of prices being paid that must make the return comparatively small. more than one quarter it is being urged that the Government ought to do what it can to raise the value of the tical by calling in all the supplies of the coin at its disposal. The step would certainly be justified, for it would be calculated to have an excellent effect. Only by some such means can the value of the tical be appreciated and exchange steadied. - Bangkok

Shanghai to discuss the construction of a derstood by many native concerns, with the Cheklang-Kwangtung railway, which Pe result that rumours travelled south to the effect Che (?) the representative of the American that no vessels, excepting those under the Development Co, applied to undertake the Japanese flag, would be allowed to enter this majority oppose granting the right to him, port-absurd, of course, but yet, it would seem as he had been refused the right to continue some shipping hougs at Shanghai and Hongthe Canton-Hankow line. The Governor in kong really believed the "bunder" as "gospel" Chekiang has telegraphed reporting their views | for a time, says the Newchwang correspondent to the Government. - Bastern Times,

JAPAN'S MERCANTILB FLEBT

Mr. K. Uchida, Director of the Shipping

PROBABLE EFFECT OF THE WAR ON MARITIME TRADE.

Bureau in the Department of Communications, recently contributed an interesting article to the fifi Shimpo with regard to the developsecured by a Japanese lady, Miss Tata Urata, ment of Japan's maritime trade: In the course of Kumatamoto. Miss Urata who, for her jos this article he says that before the Japandegree, wrote an exceedingly erudite thesis, | China War of 1894-5 the growth of the shipping trade of Japan had been very slow despite the encouragement given by the Government. steamer Prausen on her way home. She spent the Japanese mercantile marine was only and sailing-vessels for 33,000 tons. At the outbreak of the war in 1894 a large number of this talented young lady was born in Kagoshima, | steamers were requisitioned as transports, reand after studying for three years in Tokio, sulting in the complete disorganisation of the coasting trade. In consequence the Government and private individuals purchased or chartered many foreign vessels to meet the which should prove of great assistance to her | requirements brought about by the war. The result was that the total tonnage of steamers at the end of 1895 had increased to 331,000 from who proceeds to Tokio, will meet with the 167,000 in the previous year. This sudden acquisition of a large number of merchant ships by Japan caused a panic among shipowners on the restoration of peace. The difficulty was more keenly felt among the smaller shippwners, who found it impossible to carry on the coasting trade owing to the fall in freight rates as the resut of competition. This state of affairs, however, gave a great impetus in directing attention towards the carrying trade abroad, and regular services were opened to Korea and North and South China, where the Japanese soon almost supplanted their British, German, and Norwegian competitors in the coasting

> The Japan-China War, says the writer of the article, thus taught an invaluable lesson to the Japanese with regard to the necessity of mercantile fleet in time of emergency, and also the disadvantage of dropping regular. steamship operations even in time of war. Shortly afterwards Bills were introduced into the Diet providing for the grant of a subsidy for the encouragement of navigation and shipbuilding. The proposals were voted by the Diet, and they became operative in October 1896. A regular line of steamers to Bombay. Australia, and Viadivostock was subsequently opened by the Nippon Yusen Kaisha under contract with the Government.' At the same time the company inaugurated the European and American service, while the Toyo Kisen Kaisha put three steamers on the regular line between San Francisco and Hongkong. Regarding the China trade, which has a very important bearing on Japan's commerce, a regular service between Shanghai and Hankow was open in January 1898, and that between Hankow and Ichang in January 1899. Another, line was opened between Soochow and Kiangchow by by the Dalto (Great Eastern Steamship Co.), which is subsidised by the Government. In South China there is a Japanese line between Amoy and Hongkong via Swatow in order to maintain connection with various points of Formosa.

Since the operation of the Shipbuilding Encouragement Law in 1896, it is asserted, the development of the shipbuilding industry in Japan has been remarkable. Large vessels of that even with excellent earnings it will be 6,000 to 7,000 tons are now built at the Japanese yards. At the end of 1903 Japan possessed vessels aggregating 320,000 tons. When the present war broke out Japan's steamship mercantile fleet was four times larger than it was extraordinary meeting either in person, or by at the outbreak of the Japan-China War in 1894. Despite this enormous increase, the present war, which is being conducted on a far greater scale than its predecessor, has entailed had to be discontinued temporarily. In order to relieve the pressure caused by the war the Government has given special permission so that chartered foreign vessels may engage in the coasting trade. During last year a number of steamers, aggregating 71,000 tons, were taken An extraordinary general meeting of the off the Japanese list, the greater portion of these Company will be held at the office of the being used for blocking the harbour of Port general managerin Amoy on Monday, the 15th Arthur, while an addition of 204,000 tons was of May, to consider, and if thought fit, to pass made, including 27,000 tons built in. Japan the subjoined special resolution:-" That the | and 177,000 tons purchased from abroad, makcapital of the company be increased from | ing a net increase of 133,010 tons. . The num-\$40,500 (divided into 6,000 shares of \$6.75 each) | ber and topnage of steamers at the end of 1904 to \$67,500 (divided into 10,000 shares of \$6.75 | as compared with the preceding year was as

No. Tonnage No. Tonnage 199 14,036 217 100 " 300 37,926 40,821 84 33,175 500 1,000 86 125,234 141,616 2,000 66 165,334 190,373 3,000 18 61,978 112,518 4,000 5,000 48,622 22,478 6,000 16.438 Above 6,000 19 118,200

26,755 1,088 657,269 1,224 791,057

Of course no one can tell how long the war may last, Mr. Uchida concludes, but it is certain that the longer the war continues the keener will be the demand for vessels. The months in which chartered foreign steamers were most used in the coasting trade were April, May and June, the tonnage of these vessels aggregating 160,000 at the time. Even in December the chartered ships totalled t10 000 tons. There are indications that Japan's mercantile fleet is being still steadily increased, and perhaps it would not be wide of the mark to estimate the increase during the progress of the campaign at so per cent. Now it is a very important question to consider how this greatly increased number, of ships will find temunerative employment after while giving 2 per cent, on deposit ac- the restoration of peace. Some people are inclined to be pessimistic on this point, no doubt from the experience of the Japan-China War. But the augmentation in the Japanese merchant marine is, in the opinion of Mr. Uchida, likely to result in the further development of Japan's maritime trade abroad. There is a great field for shipping enterprise in North and South China, Hongkong, French China, the Philippines and Java, while the trans-Pacific trade with South America is very promising. There is no reason, he holds, why. the Japanese should not succeed in these lines if their enterprise is embarked upon after careful investigation and backed by a sufficient amount of capital and energy. All that is to be avoided is the unnecessary competition that will inevitably ensue on the concentration of attention on the coastwise trade.

THE Japanese Administration, on 11th ult. issued an order to the effect that no steamers would be allowed to enter Newchwang until same had been officially declared open to At a recent meeting of Chekiang people in navigation. This order was stupidly misunof the N. C. D. News,

SHIPPING JETSAM.

THE S.S. "KONGNAM.

From an inspection of the s.s. Kongnam, stranded on Ma-wan Island, Capsuimun Pass, the vessel does not seem to very badly damaged, but rather appears to have run her nose into the sand between rocks, the leak being caused by her grating along a rock. Powerful pumps were placed on board of her last night, and numping operations were commenced immediately. At dead low water there are only six inches of water at her bows while her stern lays in ten and a half feet. Up to last night the vessel had not shifted her position, and there was no sound of grating, as would be the case if the bottom were penetrated by the rocks, and as the ship lies in a very sheltered position all concerned have every reason to hope that she will soon be floated and placed

roth inst. The s.s. Kong Nam, stranded on Ma-wan Island, is now pumped dry, and it is hoped at high tide to n orrow, she will be floated off and towed into dock. Since pumping her out her hold has remained free of water.

A raid has been made on the transport Hongkong, and, as a result, goods to the value attempt had been made to pay the duty. The goods were seized and the matter is now under | China coast. investigation. It is claimed that the goods were to be amuggled ashore,

THE RULE OF THE ROAD. Before the Hon: Captain L. A. W. Barnes-Lawrence, R. N. Marine Magistrate, at the Marine Count this morning, P. C. Fred Norman charged Leung Vau, Master of the licensed steam launch Hoi Ping, certificate No. 1,094. with unlawfully failing to keep to his starboard side in the Southern Fairway, at 5.30 p.m. on the 6th ins. P. C. Norman said that at 5.30 p.m. on the 6th inst. he was on duty in the Southern Fairway, and noticed the defendant in the steam launch Hos Ping steering west, close in shore abreast of Wing Lok Street. He continued on this course and then crossed the Fairway. Leung Yau said he had to cross there, but when, with model he tried to explain why, it was shown that he had no excuse for not observing the rule of the road at sea, and he was accordingly fined \$3.

With a view to effecting a connection with various lines running between Formosa and the South China ports, and in compliance with the Japanese Government order, a Japanese steamship company have decided to start a regular line between Shanghai and Hongkong. via Foochow, Amoy, and Swatow. The steamers to be used on the service will be the Triumph and Ciara Jebsen, both chartered vessels, the latter of which, says the N. C. D. News, is due here from Hongkong on the 11th inst., and will sail from Shanghai about every ten days. This line may expect especially to be patronised by shippers to Formosa, as with the establishment of the line, the inconvenience hitherto experienced in sending cargo via Japan is done sway with. Another feature of the line will be the punctuality in departure from every port, this being necessary to meet the Governmen order... It may be added that the Company's own excellent steamers will take the chartered vessels' places before long.

1 th inst. The O. S. K. have chartered the steamer Frigga and Tetarios.

Negotiations are proceeding for the sale of the Norwegian steamer Transit to Japanese. The Japanese Government has sold the

captured steamer Progress to the N. Y. K. for The N. Y. K. have chartered the British

steamers Relgian King, Cape Corrientes, Sobralense, Hardis and Chowchowloo. The Japanese steamer Kinki Maru, which

stranded off Tsuchizachi, has been refloated and taken to Hakodate for repairs, One officer and one engineer of the unluc' v

steamer Mars were frozen to death. The steamer herself has parted at the engine-room her bow and stern being sunk.

The British steamer Twickenham, now under repairs at Uraga, has been sold to the Hakodate Kisen Kaisha for Yen 120,000. Sh will be re-named the Tomoye-maru.

The Dutch steamer Neptune has also changed hands, the buyer being a naturalized Japanese at Hokkaido. The purchase price was Yen 85,000, and she will be re-named the Dalichi Togo-maru.

Benvorlich have now been made regular liners in the Nippon Yusen Kaisha's Shanghai service. The Taisang and the Wingsang will run occasionally on the same line.

The s.s. Daikio-maru have been successfully launched from the Mitsu Bishl Dockyard The ship is being constructed for the Osaka Shosen Kaisha and the President of the steamship company was present at the ceremony but no invitations were extended to the general public.

THE NORTHERN TRADE.

Newchwang, 4th April.

Although there is not much prospect of following were the best offers:trade on a scale of former years, the consignment which reached here by the first six ships, are estimated :- Metals to the value of Tis, 50,000; Rice 50,000 piculs; Medicines to the value of Tis. 20,000; Yarns to the value of Tis. 1,000,000 and Piece Goods Tis. 1,000,000, The first steamers of the year reached the Teow Peng of Singapore for \$16,000. port on Monday. There are four outside and two are anchored in the harbour; when it was known that the steamers were to arrive at any celve offers for them, says the Straits Times. moment, there was a slump in prices. In the one day the price of piece goods (ell Tis, 20.00 per bale and yarns could find no buyers on a drop of Tis, 15.00. All other goods in sympathy | senger department for the Great Northern Railshow a slump.

The first sales of the spring consignments from New York for Hongkong on or about have taken place. Between 1,500 and 2,000 April 3. bales of American grey cargo changed hands The trip will be around the African contiat prices varying from Tls. 490 to Tls. 540. Prospects look slightly brighter.-Shanghai It is figured by the officers of the line that the Times.

FIRE ON BOARD THE H. A. L. S.

"SECOVIAL"

On the 7th inst, a fire was discovered in the main hold of the H. A. L. S. Segovia which her sister ship prior to her Pacific trip. was lying at the Yangize wharf, at Shanghal. It was subsequently found that part of the cargo | coal and merchandise freight at Philadelphia, of guano in the lower hold was on fire. Shortly after the brigade got on board, one of the soon after April 3 as is practicable. officers donned a smoke helmet and descended into the burning hold to explore and found that I will be longer than if she sailed around Cape the smoke was coming from the starboard side. Horn to Puget Sound, but the owners figure Engineer ordered a stream to be taken into the | cargo for the Minnesota for her trip has already going with a spray nozzle. The fumes, which | plan will prove more economical,

had been simply overpowering, then showed before the fire was traced. The stream, how, ed to the minimum. The latest measurements connected with the new education. ever, had done its work, and although some of | show that the Dukota is eleven tons heavier the bags were still smouldering, it was not than the Minnesota, and consequently the found necessary to use any more water. The Segopia is a vessel of 5,872 tons gross and was built in 1900. She was to leave that evening for Yokohama, and as comparatively little damage had been done, it was not expected that she would be delayed. There were 5,000 bags of guano in the hold which caught fire and only a few of them appear to have suffered any damage. The fire seems to have been due to spontaneous combustion.

THE APCAR LINE.

11th inst. A new departure in the sailing arrangement of the Appar line of steamers has just been made whereby one of the Company's vessels will in future trade between China, Japan and Hongkong. For a considerable number of years the Apcar steamers have confined their itinerary to Calcutta, Singapore and Hongkong, but it is now announced that the Arraloon Apcar will load for Shanghai and Moji, It appears that the Arratoon Apear will be under charter Liscum which recently arrived at Manila from on this voyage, and the agents state that the arrangements for future trips have not yet been of \$1,000 (gold) were discovered on which no completed. The vessel has been taken off the regular line and is now free to trade on the

> ACCIDENT ON THE "VICTORIA." When the Swedish steamship Victoria (Captain Hellberg), now trading under charter

of the Osaka Shosen Kaisha, was steaming through the In'and Sea on her last trip to Japan, states the Japan Chronicle, an accident occurred which might have proved very serious. Without any warning the boiler used in connection with culinary purposes burst, and so great was the force of the explosion that a quantity of rice which was being bolied was shot into the rigging to a height of some 35 feet. Portions of iron were thrown by the force of the explosion on to different parts of the a term of service in the nickel mines of New vessel, damaging a part of the rigging. It is usual during the cold weather for many of the crew to sit round this boiler, warming themselves by it, but by a stroke of good fortune there was nobody near it when the explosion occurred. The man whose duty it is to attend to the boiler had left it but a minute previously. It is certain that anybody who had been within a foot of the boiler at the time of the explosion would have been killed. The precise cause of the accident is not known, but it is believed that the man in charge must have been guilty 'of some neglect. The vessel is now in port, and the Kawasaki Dockyard Company is fitting a new boiler to replace that destroyed.

The West River s.s. Kongnam is now undergoing considerable repairs at the hands of the Dock Co.

The German steamer Erna has undergone extensive repairs to her; bottom, forward, and appears almost ready for leaving the Kowloon docks and taking the water.

The Hongkong, Canton and Macao sis Kinshan having undergone the usual cleaning and painting operations came affoat from the belonging to the Dock company, was safely docks this forenoon looking spic and span.

The s.s. Sikh has left Chefoo with a further batch of coolies for work in the South African mines. The vessel is expected in Hongkong on Sunday afternoon, and she will at once load a quantity of general cargo and will then proceed to Durban direct. Needless to add she will not take any coolles from Hongkong.

FOG ON CANTON RIVER.

Our correspondent at Canton, writing under yesterday's date, states that the traffic on the river is entirely disorganised owing to the prevalence of dense log. Nearly all steamers are arriving many hours late, and in consequence of the non-arrival of mail matter, business with Hongkong is practically at a stand-

The thirteen cosmopolitan members of the crew of the s.s. Queen Eleanor, who refused to proceed in that vessel to Japan, on the 27th ult., and were accordingly sentenced, by the Hon, Captain L. A. W. Barnes-Lawrence, R.N., Marine Magistrate, to three weeks' imprisonment, having served their terms were this morning released from gaol, and escorted to various vessels in the harbour, their respective Consuls having made arrangements to send them home.

ANOTHER NEW LINE. The Compagnie de Transports et d'Approvionnements Fconomique's new 1st class steamer s.s. Norma of 2.300 tons was to load The British steamers Chenan, Anhui and from February 23rd until the 10th March, at Antwerp, Dunkirk and Marseilles, and was to leave during the first fortnight of March, the various destinations being Bangkok, Saigon, Tourane and Haiphong with direct bills of lading for the neighbouring ports of Phom-Penh, Hanoi, etc., etc. A service of steamers much higher tonnage will follow, the ports of call being Bangkek, those of Indo-China, China and Japan.

> AUCTION BALE OF STEAMERS. There was a very large attendance at Powell and Co.'s Sale Room the other afternoon when the four stemmers Giang Bee, Zwiena, Giang

Song, and Flevo, were offered for sale. The Giang Bea \$175,000 \$ 76,000 Lot 2 Zwiena

Giang Seng. \$127,000 These offers being below the reserve prices placed upon the vessels, they were withdrawn. Lot 4 the Fleve was knocked down to Teo R. A. M. C. ... 15

The three vessels unsold remain in the hands of Powell and Co. who are open to re-

"DAKOTA" IS COMING. It is officially announced by the general pasroad Company that the Dakota was to sail

nent instead of by way of Cape Horn, because ship can reach Hongkong, at the same time the Minnesola is at Seattle on her next trip. The Dakota was to be delivered to her owners March 20, and will go through practically the same programme as was used with

The ship will take on about 15,000 tons of

The time of the trip by the African route just abast the engine room bulkhead. After that it will be possible to land her at Hongsatisfying himself that the fire could not be kong just as the Minnesota is getting into extinguished by any other means, the Chief Scattle by taking the longer way and as the lower hold, and for a few minutes it was kept been partially engaged it is thought that this of the best schools in the city, is arranging for to meet any contingency. It has therefore ordered to carry out the schemes with power before in one bottom, A new duty of was

largest freighter sailing any sea.

The captain of the German s.s. Germania reported to the police that his second, third and fourth engineers had deserted, and requested their assistance in recovering his men, The second engineer was found and arrested in a hotel in Queen's Road, West, but the third and fourth are, to far, still at large. The second was this morning placed before. Mr. Hazeland at the Magistracy, when it was stated that there was always trouble and differences with the chief engineer, and that was why the men left the ship. His Worship lies. ini! that as he was a foreigner on a foreign ship he would not fine him, but ordered him to be taken back to his ship, and see that he did not leave it again. If the third and fourth engisimilar way,

The steamer Tean from Manila was delayed nine hours off Waglan by the fog.

The master of the s.s. Merionsthings reports ed having passed on April 3 at 17.45 p.m. a vest sel floating keel upwards in Lat'; 12 deg 52 min North and Long: 111 deg 41 min East. The derelict was twenty feet in length and projected two feet above the water. .

The work on the s.s. Kong Nam, Messes, E. C. Wilk's steamer, which was safely got off the rocks, on Ma-Wan Island, and towed to the docks is progressing very speedily, and is nuticipated that within a week she will once again be performing her duty for her owners.

Arrangements were made for the-Chin Navigation Company's steamer Tsinan, proceed from Sydney to Noumea and embarl 12. Japanese coolies, who have just completed Caledonia, and under the terms of the contrac are now being returned to Japan. The Tsinal after leaving Noumea, will proceed direct Port Darwin, and thence to Hongkong at

The E. and A. Company's steamer Empire (Messra, Gibb, Livingstone & Co.,) which grived to-day from Australia, had a full complement of passengers, and the whole of her cargo space had been engaged. The cargo included 8co tons of wheat, 800 tons barley, 50 tons onts, 200 tons flour, 300 tons fodder. 50 tons copper, and 300 tons frozen produce. She also has a shipment of leather, and a quantity of milk butter, etc.

S.S. "KONGNAM"

SAFELY TOWED TO DOCK.

At eleven o'clock this morning, the s.: Kongnam was successfully flo ted from the rock where she stranded on Ma-Wan Island, Capsimun Pass, and, taken in tow by Messis. Wilks' faunch Eileen and launch No. 7 conveyed to the Kowloon dock, and placed on the slip. She has sustained very slight damage, a seam opening for ward, and another under the boiler, and it is confidently expected that she will be on her tun again within a week or ten' days. Messrs. Er C. Wilks are to be congratulated on this successful termination of an accident which at first pointed to the total loss of the steamer.

> HONGKONG DOCKS. WORK IN SIGHT.

Over a month ago the steamer Pharsalia, bound to Manila with a cargo of coal from Australia for Messrs, Castle Brothers Wolf and Sons, struck an uncharted rock in San Bernadino Straits, Philippine Islands, and an attempt is to be made to salve the ship. It is understood that Capt. Garry has reached an agreement with Lloyds, the underwriters of the wrecked steamer, and was to leave for the scene of the wteck on Saturday with a crew, and equipment to float the ship. The latter consists of five large pumps the smallest one being to offers himself for re-election. inches in diameter, two 14 inch and two 12 inch pumps, and a complete diving apparatus. Captain Chapman of the wrecked schooner J. B. Leeds will assist in the work and Mr. Benton, formally second mate of the Leeds will do the diving. A crew of about thirty natives will go with the expedition. The terms of the contract are that Captain Garry with deliver the vessel in Hongkong for \$55,000 (gold) and if the attempt to save the Pharsalia is unsuccessful he is to bear all the costs without any payment for the work. An unsuccessful trial to raise the stranded vessel has already been made by a local wrecking | published by the Imperial Maritime Custom's firm. Some of the coal aboard the vessel was lightered, but a large portion still remains in

CRICKET LEAGUE.

The following is the League table up to date

Club. Craigengower... 18 Kowloon...... 17 H.K. C. C. "A" 16 H.K. Police ... R.G.A. Bard Co. 16 Civil Fervice ... 18 Parsees ...... o

CANTON NOTES.

[From Our Own Correspondent.]

TSING MING. Canton, April 8th.

The past week has been a busy one for the Chinese. Wednesday began the Worship of the Tombs. The weather, which had been very dark and rainy, cleared and by daybreak on that day thousands of Chinese of sll ranks were on their way to the hills north and east of the city. Before midday the hills were literally covered with men and boys, and it looked as if the entire male population had taken itself thither. The roads leading out of the city were as crowded as the narrow streets. of the city during the busiest business hours During Thursday the crowds were just as large and Pormosa, and accordingly five foreign-Newport News and New York, and will sail as as on the previous day. Then, too, the beggars owned vessels-Norwegian and German-were pointed Admiral Yeh of the Nanyang and Pellepers were scattered here and there. The

SCHOOLS.

With the arrival of the Dakota at Hongkong He has collected the names of all the schools, Hongkong, will deal with all questions which off, so that some of the cargo could be removed. and according to their schedules they will idesired the mission; schools to the present at of the Osaka Shosen Kaisha become involved. The derricks were put to work, and about hereafter cross each other in mid-Pacific, with the conference. The idea is to discuss the In other cases the vessels will be managed by a hundred bags of guano were removed the chances of coming in direct contact reduce | best-methods of teaching, and other, subjects | the Japanese, Mesers. Bradley & Co. only

LECTURES.

Arrangements have been made for a stries of lectures to be given to the students of Canton. The lectures will be given in the Presbyterian Mission chapel at Sz Pai Lau which is near the centre, of the city. Mr. J. Dyer Ball, of Hongkong, will deliver three lectures, and one lecture each will be given by Hon. J. G. Lay, U. S. Consul-General, Rev. R. H. Graves, D.D., and Rev. O. F. Winner, President of the Canton Christian College. Hundreds of young, men in Canton are looking for something new, and the idea in giving these lectures, is to point out to the students, lines, along, which the hope for China

[From Our Correspondent.]

Canton, 13th April. The dense fog which has hung over the fiver neers are found they are to be dealt with in a during the past few days partially lifted in the afternoon so that a move, could be made with shipping. The San Cheung and Kwonglung being the only two boats in port leaving for Hongkong reaped a great harvest, for despite the rain which fell at about 5 p.m, the whole of the three decks, of these ships were crowded with Chinese passengers, anxious to make the journey. No papers or mail matter were received until a very late hour, and when at length the boat came in everyone was eager to see what was the latest news of the war. RUINING BILLIARD TABLES.

> · Quite a series of petty robberies have occurred on the Shamien within the past few weeks. The most daring case was one in which the thief or thieves effected an entrance into the and there cut the clothe from the two best tables. They were removed by being cut close under the cushians, and then the whole cloth

> lifted off and taken away. Some of the members, were inclined to the belief that this act was done out of spite, but if a revengeful action was needed the person or persons had only to rip the cloths to cause the same inconvenience and expense to the Club. A few days, later Mr. Shelley's house, a few yards from the Club, was visited by thieves, who went away with several articles of clothing, etc.

LANE, CRAWFORD & CO., LD.

REPORT OF THE DIRECTORS

For presentation to the shareholders at the ninih ordinary general meeting to be held at Shanghai, on 10th inst.

The directors have much pleasure in submitting their report and a statement of the company's account for the year ended 18th February, 1905.

Profit and Loss Account .- After deducting directors' and auditor's fees and making allowance for depreciation on furniture and fixtures. the net profit for the year amounts to \$55,427.25. Out of this an interim dividend of

\$5.00 per share was paid 19th November, 1904, absorbing ..... 12,500.00"

to this has to be added the amount brought forward from last year ... 21,582.25

Leaving a balance for distribution of \$64,509.50 which your directors recommend to appropriate as follows :--Pay a final dividend of 7

per cent (making tz per cent for the year)... \$17,500.00 And a bonus of \$2.00 per share ..... 5,000 00

And carry forward to new account...\$42,009.50 The dividend will be paid in tacls at ex-

Directors.-In June, 1904, Mr. John West was invited to join the Board and his appointment requires the confirmation of the shareholders. Mr. D. W. Crawford retires by rotation, but, being eligible, offers himself for re-election.

Auditor.—The accounts have been audited by Mr. G. H. Thomson, who accepted the post long the departure from Shanghai of Mr. Trevor Guerrier. Mr. Thomson retires, but

i. Ambrose, Chairman Shanghai, 28th March, 1905.

AIDS TO NAVIGATION.

LIGHTS IN CHINESE WATERS. The thirty-third issue of the list of the lighthouses, light-vessels, buoys, and heacons on

the coast and rivers of China, with corrections up to the 1st December last, has now been and a copy sent for our acceptance. The work the position of lights and the limits of the mary of these artificial aids to navigation in hey. Chinese waters, it is seen that the total of lights. light ressels, light-boats, buoys and beacons is now 349, including toalights, four light-vestels, 21 light-boats, 113 buoys, and 100 beacons, to which the approaches to, and harbour of Shanghai contributes a total of 84, while Canton comes next with fifty. It is pointed out that no corrections to the list of lights at Hongkong or Weihalwei have been received since 1903. The foreign lights staff comprises nine men on light-vessels, and 57 lightkeepers in lighthouses, and these are assisted by a Chi- | in the timetable. nose staff of 240.

OSAKA SHOSEN KAISHA. PREPARING FOR EVENTUALITIES,

In Thursday's issue, we suggested that in view of the proximity of the Baltic First to respect, and towards a dead author, too. their vessels under the English flag in order that they might escape capture and destruction pusiness, either for purposes of the Government or in private trade. It was necessary, is a record price. however, to maintain the trade which had been built up between Hongkong, Swatow, Amoy of all descriptions were out, and the road Bide engaged, and these boats have been regularly a conference of all the teachers in Canton been agreed that Mesers, Bradley & Co., to employ engineers. - Sinuanpao,

signs of abating and the stream was taken the regular runs of the ships will be taken up, and it is very significant that he specially may arise should the vessels under the control appearing on the scene when questions of difficulty arise.

> CHINA BORNEO CO'S SLIPWAY. THE G.Y.S. "PETREL" UNDERGOING REPAIRS.

The G v.s. Petrel will be in commission again in a few weeks' time. She is now up on the new China Borneo slipway, undergoing a thorough overhauling. She luckily was not damaged below the waterline when she was driven ashore during the great storm of October 31st, but her mast was snapped and about forty feet of the port bulwark was amashed in. probably the result of a collision with one of the heavy timber lighters which were adrift on that eventful night-B. N. B. Herald.

WAR OF FREIGHTS.

THE AUSTRALIAN TRADE.

Trade between Sydney, Manila, China, and apan is a bigthing, but a rather serious pro-

COMPETING FOR THE EASTERN TRAFFIC.

olem confronts shipping companies at present engaged in the trade. It is beginning to present features which indicate that the strongest only can survive.

Two British companies have the flag flying, noted. but latterly the North German Lloyd has entered the list, and placed some up-to-date vessels on the berth. The Britishers are the E. and A. Company, with the steamers Empire, Australian, and Eastern, and the China Navigation billiard saloon on the ground floor of the club, Company, with four well-known vessels-the Talyuan, Chingta, Changsha and Tsinan. When the war between Russia and Japan comes to an end-or, possibly, before that time, there will be a fourth company, for the Nippon Yusen Kaisha, with its fine fleet, will resume

running from Yokohama to sustralia. What will happen is hard to say. Times are not so flourishing as to allow the four companies to run profitably and with the advantages of peace in the east, it is not at all probable that Japanese expansion will provide trade for such big concerns. It costs a lot of money to run up-to-date passenger and cargo steamers, while shareholders naturally expect some return for their money.

The N.Y.K. will doubtless receive a subsidy from the Japanese Government, just as it did before the war, while the other companies will 47. have to battle on with this handicap. The N.D.L. is a powerful company, and has no commenced running between Sydney and Japan for fun. The China Navigation Company has an

extensive fleet in Chinese waters, and the E. and A. Company has a trio of vessels cap. 54. able of pleasing the most fastidious traveller. The fight is to be one in which THREE FLAGS ARE ENGAGED, and the result will be worth watching. Aus-

tralian legislation may or may not assist the

Britishers; the feeling is, that it should, but Freight rates now are not high, and some particulars were supplied to an Evening News (Sydney) reporter, on 7th ult, which may surprise people. The reporter was told that rates. from Japan to Australia were about 10s per ton, and this is said to be less than the rate received by interstate companies. It is cheaper, therefore, in these figures, to have goods brought from Japan to Australia than it is to send them from Sydney to Fremantle or Ade-

The gentleman who supplied the information interested in the trade and knows the posi-foreigners looking for?" and then, in the same breath, says: "Surely the Australian Government is not going to encourage a flag other than the engin of the British Mercantile

In the piontering days, when the E. and A Company was opening up a trade with the East, it was not an uncommon thing for vessels to come to Australia with the ashes from the furnaces "damped down" in the holds for ballast. This is not idle fiction, but a matter of history, and the question in view of the future prospects, is asked, "will history repeat itself?

There are now reports about the building of new steamers for the trade. They are not being built, it is explained, because they are going to pay, but because it is a matter of necessity in order to hold the traffic against the intrusion of outsiders.

Another feature of the business is that freight rates between San Francisco and the Orient are low. 'Frisco is also a powerful rival, and is making a bold bid for the Japanese trade. In the circumstances Australia should be awake to the position, and not allow the trade which offers with China and Japan to slip through her fingers.

The China Navigation Company's steamer Taiyuan, now in port, called at Manila on the contains charts of the China coast, showing run to Sydney, being the first steamer for some time to call at the American port on the pascustoms districts, and eight others giving the sage to Sydney from Hongkong. Steamers call position and kind of lights. From the sum- there regularly on the voyage north from Syd-

It is worthy of note, perhaps, that the steamers of the companies named, make different calls on the passage from Sydney. The E. and A. Company and the China Navigation according to announcement, visit Queensland ports, Thursday Island, and Port Darwin ; but, in addition to this, the E. and A. steamers make a special feature of calling at Timor, the Portuguese possession en route.

The N.D.L. steamers, although they have dropped Singapore, have retained New Guinea

HIGH PRICED MICTION.

One often hears of the big prices paid to some of the most popular English writers of fiction for their works, but America can claim to have shown the greatest liberality in this Hongkong, the Osaka Shosen Kaisha might is stated that the "New York Times" gave bave to consider the advisability of bringing for the right to publish the late. Lord Beaconsfield's unfinished novel no less a sum than £2,400, an amount which works out at the hands of the Russians. To a certain at something like 4s. a word. In England, extent that forecast was not very far wide of much-sought-after writers such as Sir A the mark. When the war broke out the Conan Doyle, Mr. Anthony Hope, and Mr. Osaka Shosen Kaisha's fleet of steamers was Rudyard Kipling can boast of anything up sent to lanan to engage in purely Japanese to half-a-crown a word for their literary wares, but one can well believe the statement that 4%.

VICEROY Chou Fu of I langking recently apyang Navies to inspect with the assistance of was lined with men and women begging. The running on the Osaka Shosen Kaishile coast Mr. Basse, a German civil engineer, the site Youte, "Now that the Baltic Fleet has appeared, for the dockyard of the Shanghal Arsenal and Tsing Ming is the great harvest for the beggers however, it is possible that difficulties might to adopt such measures as are deemed necesand this year they seemed to be very suc hisp should a Japanese-managed boat fall into sary for the purpose, as already reported; it is the grasp of a Fussian cruiser. The fact that now learned that Mr. Basse has returned to Formosa is one of the points of call also led to Nanking, giving a full report of the dockyard which may be called record fixtures, as such The principal of the Man Hok Tong, one the decision that arrangements should be made schemes, to the Viceroy. Mr. Basse has been quantities, have basely cover been shirted

#### COMMERCIAL.

Quotations for the we	ck c	ose	as follo	WE:-
Hongkong Banks			5780 b.	_ 08}
National Banks			37 b.	
Union Insurances	6		700 L	
China Traders	, , , ,		E8 a.	17.
Conton Incumores	•••	•••	ale h	
Canton Insurances Hongkong Fires	•••	***	403 0	4.0
China Finan	***	***	310.1	
China Fires	***		00 3,	. •
H., C. & M. Steambor				141
Indo-Chinas	4143			
Douglaces	***		341	
China Sugars	440		2231.	
Luzons	***	***	27 82	& b.
Raubs	,	***	4 b	
H.K. & Whampoa Do	cks	***	203 b.	
Hongkong, Wharis	***	***	107 8.	-
Farnhams			150 4.	
Hongkow Wharfs	***		1921 b.	• .
Hongkong Lands	***		120 6	
Hongkong Hotels			140 b.	
Humphreys Estates			12.40 b	).
Ewoy	***		40 b.	
Ewoy Hongkong Cottons	444		16 18	& s
Dalry Farms			17 b.	
Green Island Coments			27.44.	
Do.	-111		17 54	
Electrics (old)	***	***	17 8a.	,
Tracelica fordin to	***		4/4 al	

WEEKLY SHARE REPORT.

In their report of yesterday's date, Messrs, Benjamin, Kelly and Potts state:

The market has remained very, steady, with fair amount of business doing, and a still further improvement in the value of Shanghai and Hongkew. Wharfs has to be especially

Banks.-Hongkong and Shanghal Banks have been negetiated at \$780, and close; with further inquiries. London still quotes, &Bo. Nationals have advanced to \$37.

Marine Insurances,-Cantons continue in request at \$285. China Traders have again been booked at \$58, and Unions remain, without business at \$700. Yangtszes can be placed at \$155 ex the dividend of \$15, paid in Shang-

hai on the 12th instant, · Fire Insurances,-Shares are offering at \$310 for Hongkong Fires and at \$86 for Chica Fires. Shipping.-Hongkong, Canton and Macao Steamboats have been done at \$264! China and Manilas have again changed hands at Sar, and further transactions have taken place in Douglas Steamships at \$35. Indo-Chinas remain in request at \$121. Star Ferries and Shell Transports are unchanged at last week's quotations. Shanghai Tugs (ordinary) have been dealt in at Tis. 51, Tis. 52 and Tis. 53 and the preference shares at Tis.

Refineries.-China Sugars weakened and a few shares have been disposed of at as low as \$220, but the market closes firm. Lutons have been bought and have further buyers at \$27. Mining. Chinese Engineering have again

been done at Tis. 74. Raubs have buyers at

Docks. Wharfs and Godowns .- Hongkong and Whampon Docks are in demand at \$20%. Farnhams have not maintained the position. and have declined to Tls. 157 at which rate shares are offering. Kowloon Wharls have been placed at \$107. Hongkew Wharfs have still further strengthened and, after sales ht Tis. 1774, are now wanted at Tis. 187. Geo Fenwicks have declined to \$35 and New Amoy Docks are in the market at \$122.

Lands, Hotels and Buildings,-Hongkong Lands are obtainable at \$120. Further sales of Shanghai Lands are reported at. Tils, 115,00 Kowloon Lands are wanted at \$3212 and West Points can be procured at \$55. Hongkong Hotels remain in request at \$140. Humphreys Estate are inquired for at \$12.40.

Cotton Mills.—Ewos have jumped to Tls.:40 but at this figure shares are on offer. Internationals have considerably advanced and sales have been effected at Tls. 381. Laon-Kung-Mows have been sold at Tis. 40. Hongkong Cottons are still wanted at \$161. Cigar Companies.—Sumatras have changed

hands at Tls. 68. Miscellaneous.—Green Island Cements are steady with sales at \$27 (old) and \$12 (new). A. S. Watsons have improved and business has been done at \$13 closing with further inquiries at this price. Dairy Farms are up to \$124. and are wanted. Electrics have been placed at \$172 and \$11 for the old and new shares respectively. Hall and Holtz are asked for at \$93 ex the final dividend of \$11 payable in Shanghai to-morrow. Central Store (new) have changed hands at \$8. Hongkong Ropes are quoted at \$145 ex the dividend of \$10 paid on the 10th instant. William Powells also paid their interim dividend of, so cents on the same date, and we now quote the stock at Sind buyers. Steam Waterboats are offering, after sales at \$184. Steam Laundries (\$3 paid up) have been done at \$42 and more shares are inquired for. Langkats have hardened to Tis, 240, but no business is reported.

#### FREIGHT

In Messrs. Lamke and Rogge's circular of 8th inst., they write:-Last circular bore date the 25th ultimo, and, in the interval, a fair amount of business has come to pass as per

Anent shipping prospects for the year, it may not be out of place to say-since a local paper recently in a lengthy, paragraph enfortained extremely pessimistic views on the subject-that, at this time of the year, it is absolutely impossible to form such a definite opinion on the future.

Both Southern and Northern seatons have, as it were, only just opened and as matters stand just now, the future position of the freight market in a great measure depends upon further developments, as far as hostilities are concerned. But even, should peace be declared at an earlier date than generally anticipated, it is not likely that, at least for a long time to come, it will mean a savere hipw to shipping, as a great deal of tonnage will be required before things are set straight again. As a matter of fact, most of the big Japanese shipping concerns are still going on chartering, both here and in the North at fair rates and not for short periods only. The lix steamers chartered on "time" basis, and embodied in to-day's last, are exclusively for Japanese account, and it is quite on the cards that more tonnage will be wanted era long.

As to chartering tripwise, business in most directions, it is true, has been without much animation, but as already mentioned, the season has not sufficiently advanced to allow of any safe prediction.

Salgon to Hongkong, there has been next to nothing doing in consequence of the temporary dulness of the local rice market, but a change for the better can, only . be in question of time and is pretty sure to come.

The rate stands at 13 cents per picul, but that figure will not fetch any steamers except such as wish to work their way to this port. On the other hand, a very strong demand has been prevailing from Salgon to Philipping ports and in addition to several others," comple of large carriers (Indo-China boats of some 65,000 and 50,000 picula respectively) have been fixed at 30 cents for one (port, only, believe, 32 cents per picul will be raised in the Philippines some time in May which, to some extent, may account for rice being rushed in. Saigon to Java, there have been inquiries at

fresh business has transpired. Saigon-Kobe, a charter is reported at 28 cents per picul; more tonnage is likely to be wanted before long and unless very big steamers should "chip-in," an improvement in

rates may be looked for. Bangkok to this, nothing doing as yet for "outsiders" though berth rates are said to be a little better.

From Java ports to this, we quote 30 cents per picul for wet sugar, but loading not before May which so far has proved a stumbling was \$143,615.17. block to further business.

The ports of Newchwang and Tientsin have opened since, but, though fair rates have been paid for steamer loading up, return freights leave, so far, much to be desired and cannot be quoted better than 23 cents per picul, on basis Newchwang/Swatow. A large amount of prodee is being shipped to Japanese ports, but the first pressing demand being filled, prices may become cheaper, rendering business more feasible for Southern ports. Recent advices from Shanghai are anyhow holding out for better rates in the near future. .

Coal freights from Japan ports have ruled slightly firmer with more demand for tonnage and \$1.50 per ton may be called the closing quotation from Moji to this. Coal is, however, scarce in Japan, occasioned by transportation difficulties, and an increased demand for bunkers and local consumption.

market for miscellaneous business, but there is of these were Cninese, one European and one little unemployed tonnage and such vessels as Indian. are offering are of an unsuitable size and mostly untitled for coasting requirements,

Sail-Tonnage Loading or to load,-For the Colonial Secretary, advising that Hong-Baltimore and New York. American ship kong has been declared to be infected by A. G. Ropes, arrived 16th March. Disengaged:—American ship S. P. Hitch-

cock, 2,086 tons. Departures: - American ship Munual Llaguno, 27th March for Baltimore. British ship King George 6th April for Newcastle.

#### THE FORTNIGHTLY REPORT.

Indian Yarn .- Since our last report dated 24th ultimo, not much business in Indian yarn has been reported in our market. In response to a demand for No. 103, and 205, of some of the well-known spinnings from the interior, some business has been done at an advanced rate of \$1 to \$2 per bale. Other cheps not being in much demand, some limited settlements have taken place at the last mani's quotations. Buyers confine their operations to immediate requirements only. The market closes quiet but steady. Sales are reported of about 4,100. Shipments to Shanghai and coast ports of about 3,500. Unsold stock is estimated at about 40,700 bales. Arrivals 12,600 bales.

Japanese Yarn. -Only one spinning has changed hands an at enhanced rate of \$1 to from Hongkong have been removed. \$2 per bale. Sales 300 bales at \$130 to \$132 per bale.

Local Yarn.—No business reported.

Raw Cotton.—As reported in out last, the market for cotton has continued quite dormant, the chief reasons being the very low offers made by purchasers as low at \$2 per picul under the Indian price which deters holders, from selling. Stock 6,700 bales. Quotations | the rescission of the proclamation declaring are \$19 to \$23.

China knd.—Market continues dull and no infectious or contagious disease prevails. husiness is reported. Stock of about 400 bales. Quotations are \$23 to \$25.

Malwa Opium.—Sales are reported of about New 38 chests at \$1,140 to \$1,160 per picul Old 17 chests at \$1,200 to \$1,230 per picu Older 5 chests at \$1,250 per picul. Very old 15 chests at \$1,340 to \$1,380 per picul. Stock 1,625 chests. Uncleared stock 415 chests.

725 chests at \$1,115 to \$1,1424 per chest. Stock 3,264 chests. Uncleared stock 590 chests. Benares Opium. -- Sales are reported of about 287 chests at \$1,055 to \$1,0821 per chest. Stock 1,060 chests. Uncleared stock 437 chests.

Persian Unium.—Sales are reported of about 50 chests at \$910 to \$950. Stock 2,240 chests. Exchange.-We quote to-day: On India at Rs. 136 % and Rs. 136 (post); London T.T. MR. T. A. Hanner has been appointed a Jussh. 1/9 13/16 and sh. 1/10d. (post).

Camphor (Chinese) \$135. Camphor (Formosa) \$140. Cloves \$17/27. Ivory \$500/750. Beans \$3/4. Rosa Oil \$60/170. Cassia Oil \$150/170. Camphor oil \$20/25.

#### SUGAR.

Messrs. Warner, Barnes and Co. write under date Manila, 31st ult., as follows :---Hoilo.-Market has been easier since our last, 1,000 tons of usual assorted changed hands at P. C. 6, but our to-day's quotation is, nominally, P. C. 5.87 for usual assorted at 6m/. for communicating Japanese war secrets to a exchange 2/015/16 to £10.6.9. per ton f. o. b. Russian officer, is employed in prison in the We reduce our estimate of crop this season to manufacture of chip-braid. 56,250 tons.

Market is firmer in sympathy with Saigon, and in view of light stocks, coupled with, small and ammunition taken from the Sully. As arrivals expected, an advance of 45 cents is asked on late prices. We quote No. 2 ordinary white Saigon rice at P.C. 5 ex godown, and for middle of April loading we quote P.C. 5.05 per picul of 1374 lbs. ex godown.

#### TO-DAY'S EXCHANGE.

Selling.
London-Bank T.T1/10 5/16
Do. demand
Do. 4 months' sight
France-Bank T.T
America-Bank T.T45
Germany—Bank T.T
India T.T139
Do. demand
Shanghai-Bank T.T.
Japan-Bank T.T.
Java -Bank T.T.
Buying.
4 months' sight L/O
6 months' sight L/C
30 days' sight San Francisco & New York 45
4 months' sight do. 40
'4 months' sight Sydney and Melbourne1/10
6 months' sight
A months: sight Germany
Bar Silver26
Bank of England rate
OPIUM QUOTATIONS.

#### To-day's quotations are as follows :-

Older 1,250 Benares New ....... 1,150

A STRONG muster of farmers recently turned up at the Ministry of Finance, Bangkok, when the auction of the Huey Lottery Farm for the materials, etc., all he is allowed as profit is one Siamese fiscal year 124 (April 1905-06) took place. This year the farm realized Ticals 2,401,600, and the highest bid for the next year was ticals 3,072,0001 from the same syndicate who held the Farm last year.

#### LOCAL AND GENERAL.

30 cents per picul or slightly better, but no THE Yokohama Specie Bank is opening branch at Chefoo.

BISHOP Favier, of the Lazarist's Mission,

Peking, died on 3rd inst.

THE name of Mr. L. A. Rose has been added to the list of authorised architects.

THE actual expenditure on the Land Court since its commencement up to the end of last year

THE next Criminal Sessions of the Supreme Court will be held on Tuesday, the 18th inst at to o'clock in the forencon.

THE Japanese Commissariat line at the battle Mukden was at one time 250 miles in length, which is quite unprecedented.

Registrar-General, and Mr. C. A. Dick Melbourne as assistant Land Officer. THE Hon. Dr. F.W. Clark has been appoint-

ed a lay member of the Church Body, vice the Hon. Dr. J. M. Atkinson, resigned. SEVEN cases of small-pox were notified as There have been a good mony orders in the having occurred in the Colony last week. Five

H.B.M. Consul at Batavia has telegraphed

bubonic plague.

tsin 750,000.

THE total population of China is estimated at 432,000,000. Shanghai is given, at 651,000, Southow 500,000, Hankow 870,000, and Tien-

As the Russian phoners in Japan are costing her over 124 million yen a year to maintain, it is proposed to employ them on some useful Chartered Bank o work, paying them wages.

A SEA going junk arrived at Saigon on 6th inst, from Hatten and reported that while at sea she met two lapanese warships to whom she sold a quantity of provisions.

Mr. F. J. Bardensof Kobe fell into a well in his compound and was three or four hours up to his neck in ice cold water before he could make his cries for assistance heard.

INFORMATION has been received from the Government of Madras to the effect that the quarantine restrictions imposed against arrivals

THE General Agent of the Shanghai Sumatra Tobacco Co., Ltd, has received the following telegraphic advice from the Deli Mastschappij -"Sold-56" bales tobacco at Glds. 2.07.

H. E. THE Governor has given directions for Shanghai to be aport or place at which an

A CORRESPONDENT writes complaining of the absence yesterday of transcars on the loop line running to Happy Valley where a most important football match was being played.

AT Singapore on the 7th inst., the Tanjong Patna Opium. = Sales are reported of about Pagar Dock Exprepriation Bill was read a third time and passed. Mr. Shelford said "No" to the motion, but did not press for a division.

> HERR F. O. Licht, of Magdeburg, in h monthly circular on the beet sugar trade, states that the production has decreased 797,000 tons His estimate for the campaign is unchanged.

tice of the Peace. He now acts as first clerk in the Magistracy, while Mr. G. N. Orme succeeds him as secretary of the Sanitary Board.

MAJOR A. Chapman will act as commandant of residence. the Hongkong Volunteer Corps during the absence on leave of Major C. G. Pritchard or IN the Reading Room at the Kowloon docks until further notice, the appointment to take effect from the 29th ult.

THE convict H. Collins, who is now serving eleven years' penal servitude in Tokio Prison

inst., having on board of her all the artillery soon as she has discharged these stores she will again leave for the Bay of Along.

MR. J. H. Kemp, Assistant-Registrar, Supreme Court, and lately acting as second Magistrate at the Police Countlest on Wednesday for England, by the German Mail's.s. Print Heinrich. Mr. Kemp, it is understood, will enter at Lincoln's Inn, and study for the Bar.

THE revenue derived from the Botanical and Afforestation Department during 1904 was \$25,201.44, made up as follows: -Sale of fores. try products \$18,208.34, sale of plants \$736.94 loan of plants \$492,16 and forestry licences in New Territory, \$5,764.00.

DISCUSSING prospects of increased trade between Java and Australia, Captain Williams, of the steamer Airlie, is of opinion that good business will soon be established. He states that the trade shows improvement on each trip, a good deal of tea now being grown in the City Hall. The hall had been very taste lava, and efforts are being made to establish a fully decorated with potted palms, and ever market for it in Australia.

THE Colonial Streetary has received a com- under the superintendence of Mr. J. Vanstone munication from the Government of Bengal, The duties of Masters of Ceremonies wer dated 23rd March, stating that, in continuation of the letter from that Government, dated by Messrs. J. Sibbett and Mr. McLeod, whil the 13th January, the regulations for the prevention of the introduction of plague by sea, which were imposed in the ports of Orissa and feel quite at home, a duty in which he wa and Chittagong against vessels arriving from ably seconded by Mr. W. Higby, Bon. Secre

Hongkong, have been withdrawn. THERE has been practically no business done and this was perfectly carried out by the Club' by the sellers of the Huey lottery tickets, from musicians, Sergeant Jenkins, R.E., and Corpora the City wall downwards towards Bangrak, Roberts, R.E., who have done such yeomas for the past two days, says the Bangkok Times | service at all the six dances of this series of 5th inst. They don't make enough out of it. Notwithstanding the very unpleasant state of The agent for the farmer, who appoints the the weather there was scarcely an invitation ticket sellers, it appears, demands this year 100 unresponded to, so that there were about on ticals from each seller before he is allowed to hundred and twenty couples on the floor at on start business. Then when the seller has prepared everything clerk, lamp, stand, writing ments were in the hands of Messrs, Morgan salung in each 25 ticals he receives. The sellers maintain that, at this rate, it would be more profitable to do something useful for a its season this year with another smoking con living, and they are thinking about changing | cert to be held, probably in the City Hall, at | C. St. James to a.m. an early date.

their vocation now.

THE Hangkok Times in commenting on an article which appeared in the Hongkong Tele: graph recently with reference to the prospects of the shipping trade remarks : "In Bangkok, however, little seems to affect freights beyond the crops and the demand for rice abroad; and at present things are dull enough, paddy seems to be held for some possible rise in prices."

A very enjoyable social evening was spent at | Catherine Apear, Br. s.s., 1,730, A. Stewart the Y.M.C.A. on Saturday, on the eccasion of a farewell reception by the Chinese department to the general accretary, Rev. W. J. Southam and Mrs. Southam, who are leaving for Fingland by the next German mail. After a musical programme had been gone through a large number of members and friends sat down to a banquet, and following the removal of the cloth, the President of the Department addressed the assembly eulogising the work of Mr Southam and wishing him and his wife a pleasant holiday. Others having spoken and Mr. Southam replied two Chinese silk scrolls were presented on behalf of the native department and the beautiful gifts having been suitably acknowledged the proceedings terminated. MR. J. R. Wood is now acting as assistant

> THE death is announced at Bangkok of Admiral John Bush, who was the "Father" of the Bangkok Dock, which dates back to 1865, and amid all the recent changes remained the principal shareholder. One of his last acts was the purchase from the Borneo Co., Ltd. of the present Protestant Church property and that no doubt was done with the idea of adding it to the Dock property. Mrs. Bush died many years ago, but of their children at least Mr. H. M. Bush, master mariner, Mr. Kurtzhals and Mrs. Davidson still survive, and two grandsons, Mr. Frank Stewart and Capt. Stewart of the Borneo, are well known in Bangkok. The late Mrs. John Anderson, Singapore, was a daughter of the Admiral, who was 86 years of

> THE following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended rist ult., as certified by the managers of the respective banks, are published in the Gazette.

Amount. in Reserve. Banks. India, Australia and

China, ..... \$3,571,218 \$2,400,000 Hongkong and Shanghai Banking Corporation, ...... 16,455, 105 11,000,000

National Bank of China, Limited,...... 201,511

Total,.....\$20,237,864 \$13,500,000

SINCE the accident of war gave fictitious importance to a Hongkong judge's judgment (on contraband) the judges, high and puisne, have been apparently contending as to who can sum up a trivial case in the greatest number of words; and the local papers have been ministering to this harmless (?) vanity, says the Hongkong correspondent of the N.C.D. News. They might be sent as specimen papers to the School of Journalism, to show the possibilities of a "peuny a line." The joke is, according to a newspaperman who spoke to me the other day, that a certain judge did give instructions, that the Press might have these great essays in lucidity to copy on payment of so many cents per lolio. The Piess were not paying for such contributious, and I learn that they may have them now by the yard, for the asking for. As a newspaper reader I am hoping they will not ask for any more.

MR. F. J. H. Droeze, Consul General of the Netherlands-India, informs us that the Governor-General of Netherlands-India has decreed that all ships or vessels arriving from Hongkong, or having called at this port, are subject in Netherlands-India to a quarantine of five days from the date of the departure from port, or since the last case of plague on board, 1mportation is temporarily prohibited of animal refuse, claws and hoofs, animal or human hair and bristles, hides which are untanned and which are salted or cured with arsenic, raw wool and rags, bags or sacks which have already been used, coming from Hongkong or transhipped at this port. Also is temporarily prohibited to import from Hongkong into Netherlands-India tapestry and used embroideries, unless they are transported as pershall baggage or in consequence of change of

last night Mr. J. Lambert, superintendent Vladivostock. 7 engineer of the Hongkong and Whampoa Dock Co., Ld., who has been appointed to the position of Lloyd's Surveyor in succession to Mr. Newman Mumford, transferred to Constantinople, was presented with a very handsome and massive silver salver, by Mr. -T. Neave, on behalf of himself and the rest of the staff of the Dock Co. as a taken of their good will and esteem for their depuring colleague. THE Descartes armved at Saigon on the 6th Mr. Neave, in making the presentation, spoke of Mr. Lambert's many year's connection with the docks, and the pleasant relations that had always characterized his association with his colleagues, and of the sincere regret experienced by them all at his leaving thema regret tempered, however, by a remembrance of the fact that Mr. Lambert was not leaving Hongkong, but meetly removing to another and more important sphere of unfulness in this Colony. Mr. Lambert acknowledged the gift and the kindly expressions which had fallen from Mr. Neave, and said that, while he himself regretted leaving, his duty called him elsewhere, but it was such that it must always keep him in touch with his old friends and colleagues. The rest of the evening was passed by a very enjoyable, though impromptu, "Smoker."

THE last of the series of these most popula dances, held under the auspices of the Masoni Quadrille Club, took place on Wednesday. Hi therto, the dances have been held in the Ma sonic Hall, but the Quadrille Club abandone that locality for its last function, and held it greens, besides being draped with bunting while the floor put into excellent condition assumed and most satisfactorily carried ou Mr. H. Wolfe, President of the Club, wa most energetic in his efforts to make the guest tary of the Club. A capital and very varies programme of dance music had been arranged time. The refreshments and supper arrange and Engleton. Altogether it was a most enjoy able dance, and all concerned are to be heartil congratulated. The Club proposes to wind u

#### zurpung.

Vessols in Port. STEAMERS.

Battersea Bridge, Br. s.s., 2,177, R. Chieven, April,-Cardiff 29th Jan., Coal.-D. & Co., roth April,-Calcutta 25th Mar., Penang 31st, and Singapore 4th April, Gen.-D. S. & Co., Ld.

Derwent, Br. s.s., 1,652, Jenkins, 14th April,-Panorakan (Java) 4th April, Sugar and Nuts .- Man Fat & Co. Eastry, Br. 8 8., 1.941, Hassfield, 14th April,-Rangoon 30th Mar., Rice,-Order.

Empire, Br. s s ; 4,496, P. T. Helms, 14th April -Sydney 22nd Mar., Brisbane 24th, Townsville 27th, Cairns 18th, Port Darwin and April, Timor 5th, and Manila 12th, Gen.-G., L. & Co.

Empress of India, Br. s.s., 3,032, O. P. Mar shall, R.N.R., 11th April, -Vancouver, (P.C.) 20th Mar., and Shanghai 8th April, Malls and Gen.—C. P. R. Co. Foo Shing, Br. 5.5., 1,423, T. Arthur, 12th

April,-Samarang 3rd April, Sugar and Cotton.-J., M. & Co. Glenesk, Br. s.s., 2,083, J. Rafferty, 13th April -Karatsu 7th April, Coal.-McG. Bro. &

Glenlochy, Br. s.s., 2,997, E. J. Stallard, 13th April-Singapore 7th April, Gen,-McG the Colony. Bro. & Gow. Hailan, Fr. s.s., 377, L. Andersen, 14th April,-Pakhoi and Hoihow 13th April, Gen.-A.

Haitan, Br. s.s., 1,183, J. S. Roach, 14th April, Colony. -Foochow 11th April, Amoy 12th, and Swatow 13th, Gen.-D. L. & Co. Hongkong, Fr. s.s., 739, A. Suzzoni, 14th April,

-Haiphong 11th April, and Hoihow 13th, Gen, and Sugar. - A. R. M. Howick Hall, Br. s.s., 2, 377, Harris, 14th April, -Cardiff via Sabang and Feb., Coal.-

Lennox, Br. s.s., 2,36r, F. McNair, 4th April,-Karatsu (Japan) 31st Mar., Coal.-D. &

Loosok, Ger. s.s., 1,020, G. Schultzen, 13th the Colony, April,-Bangkok 4th April, and Swatew 12th, Rice and Wood,-B. & S. Newton Hall, Br. s.s., 2,675, A. C. Hustler, 14th April,-Cardiff 7th Feb., Coal.-J., M. &

Pollux, Nor s.s., 779, C. Svendsen, 13th April, -Rajang 6th April, Timber.-Order. Ponna, Br. 5.5., 4 787, C. R. Longden, 141 April,-London 5th Mar, and Singapore

oth April, Gen.-P. & U.S. N. Co. Promise, Nor. s.s., 714, E. Thorstensen, 13th April,-Bangkok 5th April, Rice.-Chisaint Helena, Br. s.s., 2,707, McKee, 14th

April,-Cardiff 8th Feb., Coal.-Order. Siberia, Am. s.s., 5,655, J. T. Smith, 10th, -San Francisco 3rd Mar, and Manila 8th April, Mails and Gen.-P. M. S. S. Co. Singorn, Ger. s.s., 1,754, P. Hermeling, 11th April,-Bangkok 3rd April, Rice.-M. &

Tartar, Br. s.s., 2,768, E. Beetham, R.N.R., 5th April.-Vancouver 7th Mar., and Shanghai and April, Gen.—C. P. R. Co. Tean, Br. s.s., 1,346, A. Sommerville, 14th April, -Manila rith April, Gen.-11. & S.

Tolosan, Ger. s.s., 2,200, Rose, 14th April -Tsinglau 8th April, Coals.-J. & Co. Wongkoi, Ger. s.s., 1,115, W Reher, 11th April, -Bangkok 4th April, Rice,-11, & S. Wosang, Br. s.s., 1,076, M. S. Malkin, 14th April,-Canton 13th. April, Gen.-J., M. &

SAILING VEHILLS. A. G. Ropes, Am. ship, 2,302, D. H. Riners, 16th Mar.,-Philadelphia 16th Oct., 1901, expected to back.

Case Oil. -S. O. Co. Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th Jan.,-New York 7th Aug., 1924 Petroleum. -S. O. Co. S. P. Hitchcock, Am. ship, 2,086, E. V. Gries, 22nd Mar.,-from New York, Oil and Wax.

-S. O. Co. West York, Br. bq., 720, W. J. L. Fosta, 13th April,-Newcastle 15th Jan., Coal.-E.A.

CHINA COAST METEOROLOGICAL REGISTER. April 14th, 1905, a.m.

Bar, Th. Hu. Wind Wr.

i viadivostock.	7 a.m.	_	_		-	-	_
Nemuro	6 a.m.	-	-	-	-		-
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Tainan			-1	<u> </u>		_	-
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Pescadores	••		_	1	<u>.                                    </u>	_	-
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Gutzlaff	99	30.03	51	86	ENE		cm
Sharp Peak		30.02	60	88	N	100	Of
Amoy						1	C
Swatow	11	29.97		89	NNW		or
Canton				95		2	or
Hongkong	toa.m.	29.05	65	95		4	0
Victoria Peak	71		1	-	SSE	4	•
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Macao		29.93			SE	ī	od
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#### HONGKONG METHONOLOGICAL SIGNALS

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of yessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows :---

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the

Colony. A drum indicates a typhoon to the East of

A cone point downwards and drum below indicates a lyphoon to the South-East of the

A cone point downwards indicates a typhoon to the South of the Colony, .

A cone point downwards and ball below indicates a typhoon to the South-West of the

A ball indicates a typhoen to the West of

A cone point upwards and ball below indicates. typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that in. formation regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H M's Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the food of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE EGARDS.

Notice boards are placed at :-

Joint Cable Companies' Office. Ferry Company's Pier, Ice House Street. Blake Pier.

Post Office. Harbour Office.

Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM . WARNINGS are exhibited on the above boards daily about it a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weatherforecasts, and information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. C. Figg, Acting Director. Hongkong, Observatory, and Japuary, 1904,

#### Intimation.

#### THE HONGKONG TELEGRAPH.

I, ICE HOUSE ROAD HONGKONG.

CABLE ADDRESS,-Telegraph, Hongkong.

THE leading English Newspaper in China Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail The daily is recommended as more generally suitable, except for subscribers in Europe or America

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

#### ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far

Special attention given to effectively displaying advertisements,

The type used as a standard for setting advertisements is similar to this, unless we are Instructed to display the advertisement, when any effective style of type will be adopted This standard runs exactly eight lines to the inch, and about eight words to the line.

#### DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages It each insertion in the Daily and Weekly

#### CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear,

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS,

CARDS,

CIRCULARS,

f**xpresses.** 

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HUNGKONG TELEGRAPH

Estimates given for all classes of work on application to

THE MANAGER, HONGKONG TELEGRAPH CO., LB. I, Ice House Road Hensknog.

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